1D.

Our Special Tourist Trophy Number.

Motor Cycling

No. 236. TUESDAY, 19th May, 1914. Vol. X.

Registered at the G.P.O. as a Newspaper



Leaping Ballig Bridge in the T.T. Race

BASIL HEATH 1914

RIDE A

B.S.A

MOTOR BICYCLE

For Solo. *For Sidecar.*

IN THE CIRCUIT DE L'EURE RACE

B.S.A. with Sidecar won the 500 c.c. Sidecar Event

and made FASTER TIME than winners

in the 750 c.c. and 1000 c.c. Classes.

750 c.c.—Time 4 h. 39 m. 51 s. 1000 c.c.—Time 4 h. 58 m. 5 s.

500 c.c.—B.S.A. Time, 4 h. 17 m. 50 s.

B.S.A. also won FOUR OTHER SPECIAL AWARDS.

"Motor Cycling" says:—

"B.S.A. beat all other sidecars and was faster than many solo machines."

Catalogue Free.

THE BIRMINGHAM SMALL ARMS CO., Ltd.,
12, Small Heath,
Birmingham.

Always Use B.S.A. Cylinder Oil for Motor Bicycles.

Millford Sidecars

Mills-Fulford Ltd. (The Original Sidecar Makers), Coventry

make motor-cycling more pleasurable, without appreciably increasing the cost. The superior design assures easy running, eliminates drag, and secures comfort and protection to the passenger. Write for List of New Models.

The JONES SPEEDOMETER

(And Gold Medal Turin Exhibition.)

STEADY AS A ROCK —— ACCURATE AS THE GREENWICH TIME BALL.

Motorcycle Types from £3 - 3 - 0

UNSOLICITED TESTIMONIALS.

READ THIS:—Mr. A. W. Mooney, Rutland Square, Dublin, writes us 31/3/14:—"You will be glad to hear that in last Saturday's trial of my club I was the only competitor to gain 100 marks, and thereby won 1st prize, using your splendid Speedometer, which I am glad to say is quite accurate. The 2nd and 3rd men also used 'Jones,' and it was decided on a time basis, which makes it altogether a score for your instrument."

AND READ THIS:—From Mr. J. Browne, Greenmount Terrace, Dublin, 31/3/14:—"I used your Speedometer on Saturday in 70 mile Reliability Trial (Dublin and District M.C.C.), and am pleased to say I scored 99 marks, and have been placed third in general class and have won the only Club Silver Medal offered to a Solo rider. The new gears you supplied me with seem perfect, and instrument gave the utmost satisfaction as usual. It may interest you to know that 5 of the 7 awards were received by riders using the Jones in above trials. I am doubtful about the other two, but they may also have been using your instrument."

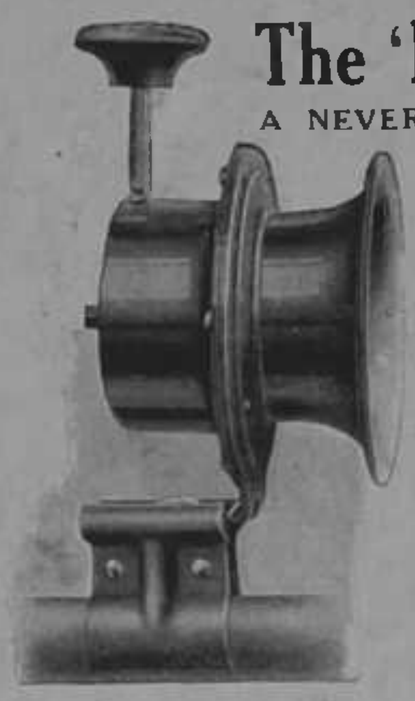


More racing men favour the JONES SPEEDOMETER than any other make; they KNOW from experience its readings are to be relied upon and its accuracy beyond question.

MARKT & CO. (London), Ltd.,
98-100, Clerkenwell Road, London, E.C.

The 'Long Horn'

A NEVER FAILING ALARM



Always ready and always at hand.

In moments when danger is imminent a warning that is unmistakable and infallible in action is imperative—all motorists at some time or other have realised the important part a warning device has to play under certain conditions. Insist on the most reliable of all for your motorcycle—THE LONG HORN.

Price - - - 50/-

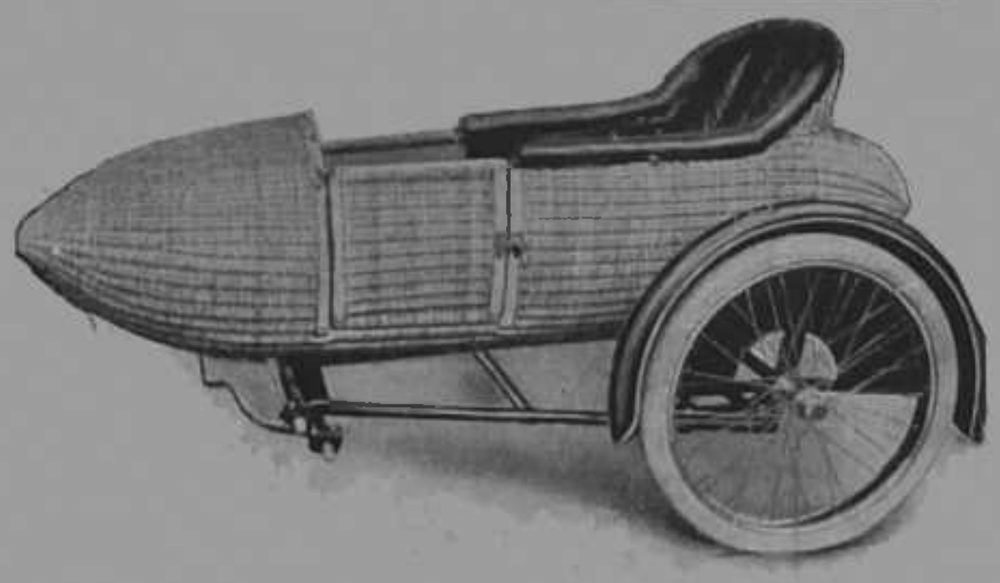
For
"Indian"
and other rear-sprung machines
—there is a special Montgomery Model you need it—for SAFETY.

A rider recently came to us with an Indian and sidecar of another make attached, to have the sidecar frame straightened, the combination having overturned more than once. That was owing to the wrong fitting and construction of the sidecar for a rear-sprung motorcycle.

MONTGOMERY

Send for a free copy of "The Montgomery Book" — it fully illustrates and describes all models and gives useful hints and tips for all sidecarists.

W. MONTGOMERY & Co.
COVENTRY.



SIDECARS

Why our "Indian" model is right—Our

"Indian" Model Sidecar, in addition to providing a springing attachment to work in unison with the motorcycle springing provides attachments which can be fixed in the position indicated.

This is a very important point, and the result is an ideal attachment for the machines in question.

Montgomery's overcome all difficulties.

Roy 11.



The Steel Studded Type.

A really high-grade tyre for strenuous use



The Plain Ribbed Type.

SPENCER MOULTON

Motorcycle Tyres

The new pattern three-ribbed tyre embodies a diagonal tread which makes for increased durability and effectually prevents "rolling."



The Three Ribbed Diagonal Tread Type.

Name of local stockist and illustrated list sent post free on request.

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77-79, Cannon Street, London, E.C.

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Leeds: 68, Albion Street.
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Belfast: 38a, Queen St.
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WORKS: Bradford-on-Avon, WILTS.



The New Combination Type.

P.C.U. 22.

THE Side Car Motor Cycle.



CLY

It is a proud boast of ours that we have yet to find the rider of a 5-6 Clyno who does not enthusiastically endorse our claim — THE Side-Car Motor-Cycle —

That applies to novice, expert and—may we say — veteran alike.

Proof from the first and last named reaches us daily (and remember these are men just like yourself whose first demand is a consistent and never-failing service) and—

Proof from the expert appears weekly in the columns of the Motor Cycling Press — here's the latest —

WOLVERHAMPTON HILL CLIMB—Mr. Frank Smith in Class 6 (750 c.c.) FIRST & FASTEST TIME—in Expert Class (unlimited capacity) FIRST ON FORMULA—

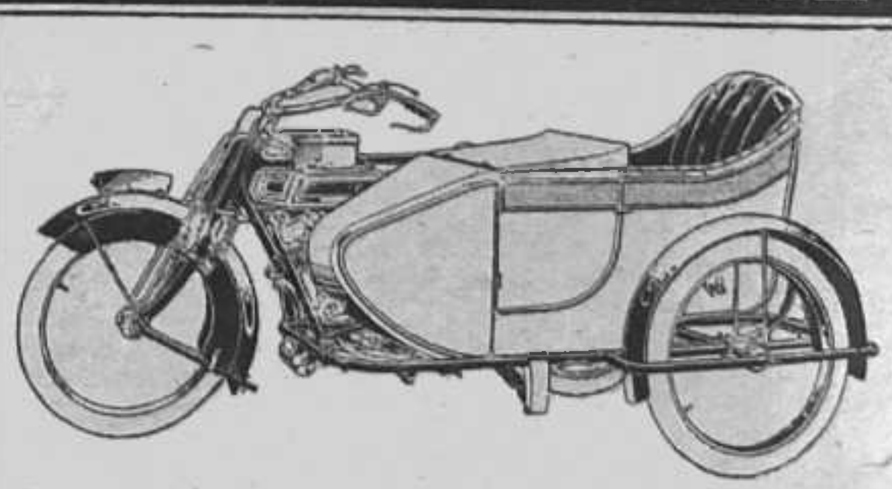
3 DAYS DUTCH TRIAL—Mr. Crole-Rees entering at the last moment covered the 550 miles on an untested machine, drawn from the local Agent's stock, without a single involuntary stop and gained PREMIER AWARD.

CIRCUIT DE L'EURE—Mr. Frank Smith FIRST in 750 c.c. Class, making better time than any competitor in the 1,000 c.c. Class in which several 7 and 8 h.p. Machines competed.

Exactly, CLYNO—THE Side-Car Motor-Cycle and—

Just the mount for you!

Ask us for "The Passenger Machine" —our latest Catalogue.



THE 5-6 CLYNO — THE Side-Car Motor-Cycle £75; Side Car extra.

The Lightweight of Distinction.

CLYNO



And "The Lightweight of Distinction" is just as worthy as the 5-6 CLYNO.

This is the machine which, at the first time of asking, crossed the Alps—that was in the PARIS-NICE TRIAL, and in that event the CLYNO was the only Motor-Cycle of its class to gain GOLD MEDAL and two special prizes.

It is undoubtedly, as "Motor Cycling" calls it, "one of the Aristocrats," and its unequalled efficiency is proved by its performances.

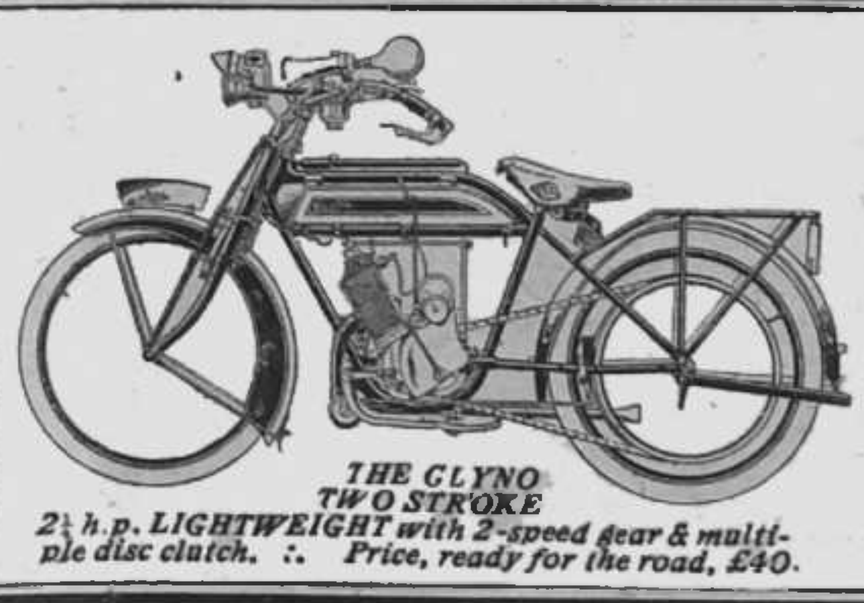
Since Paris-Nice here are a few of its records:—

WOLVERHAMPTON HILL CLIMB. Class 1 (Single Speed Model) FASTEST TIME and 2nd ON FORMULA (Two Speed Model) 2nd FASTEST TIME.

BRISTOL TRIAL—HIGHEST MARKS for SILENCE, CONDITION, SLOW RUNNING and ACCELERATION.

JARROTT CUP CONTEST—in which it was the lowest powered machine entered and the only Motor-Cycle of its class to gain award—GOLD MEDAL.

Such performances prove it to be capable of going anywhere where you, a Tourist, would delight to take it.



THE CLYNO TWO STROKE
2½ h.p. LIGHTWEIGHT with 2-speed gear & multiple disc clutch. :. Price, ready for the road, £40.

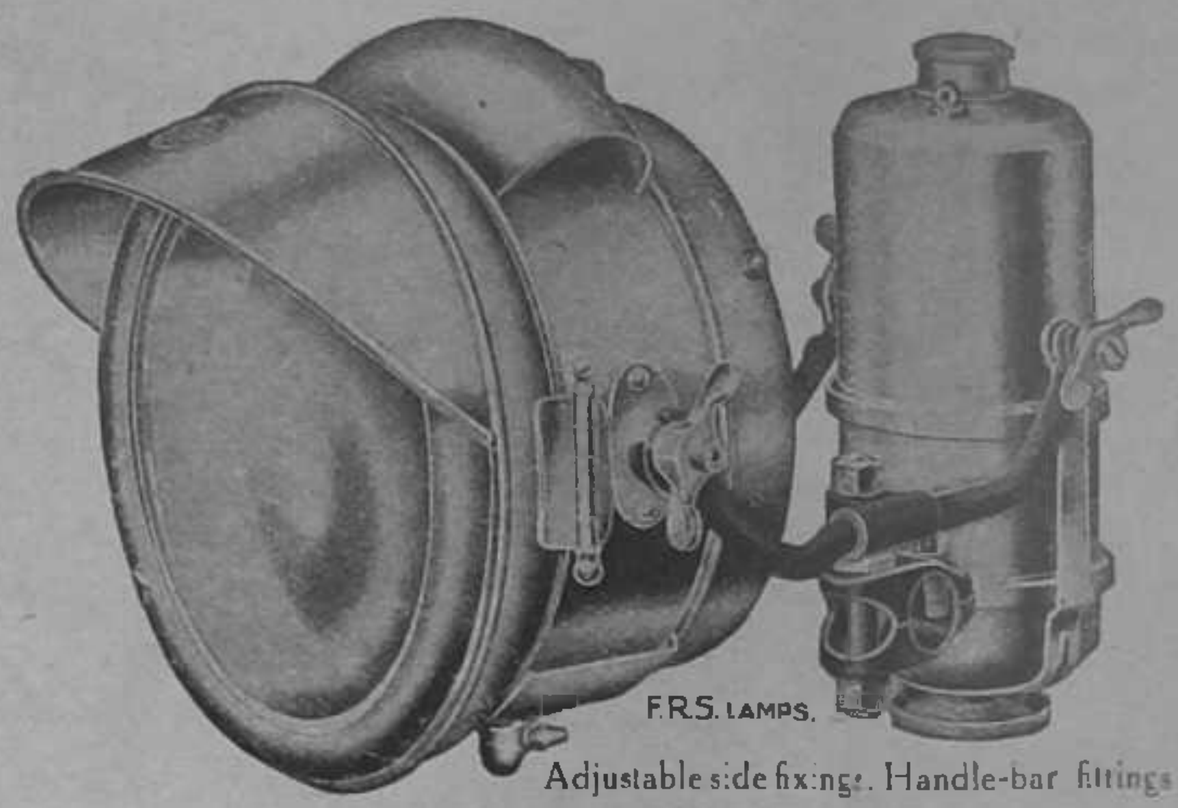
Such performances should induce you, before you make selection, to ask us for our latest booklet—"The Lightweight of Distinction"—which describes it fully.

Will you do so?

Clyno Engineering Co.
Pelham Street,
Wolverhampton.

Sole Distributing Agents for London—The Service Co., Ltd.—292, High Holborn, W.C.

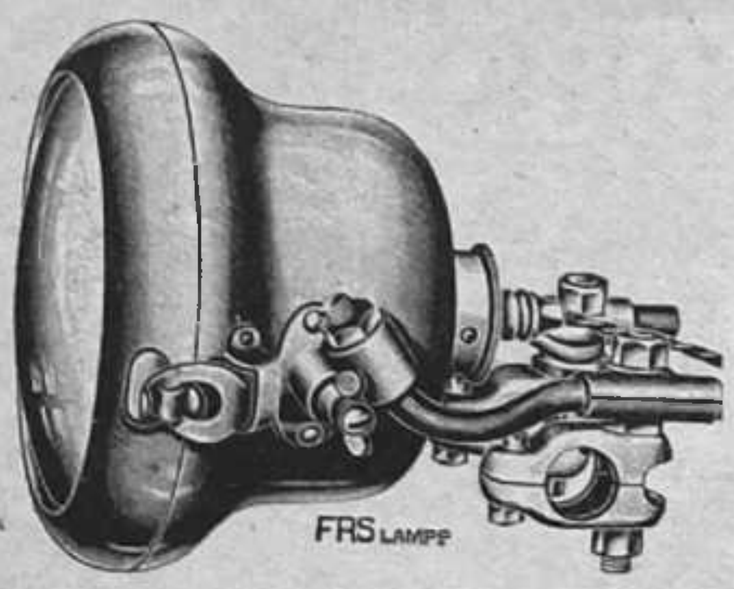




Adjustable side fixings. Handle-bar fittings

THE COUNTRY BY NIGHT——

may be dangerous or most enjoyable, and—you can choose which it is to be. It lies in your power to turn danger into pleasure. Danger it will surely be if you are equipped with an "ordinary" lamp—but your pleasure will know no disturbing influence if you have an F.R.S. "record beam" lamp set in front of your handle-bars. The road ahead will hold no secrets—it will be light as day.



Our Latest Electric

bristles with good points. The most powerful electric lamp on the market. Adjustable side fittings. Adjustable focus and bulb. Whole bulb and holder can be taken out while still lit.

6. in dia. x 5 in. parabolic, **34/-**

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F.R.S.

With the Record Beam.



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It may be worth it !!!

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THE COVENTRY
EXCELSIOR
BRITISH MADE THROUGHOUT



"There are no Hills in Devon Now."

Hills have no terrors for the rider of a "Coventry Excelsior." If you ride a "Coventry Excelsior" you can tour anywhere in comfort and enjoy to the full all the finest scenery in the Three Kingdoms.

A delighted West Country Rider of a "Coventry Excelsior" writes—"The new machine runs like a train in evenness and punctuality. There are no hills in Devon now."

Prices: With Three-Speed Counter-shaft Gear, Free Engine and Kick Starter **£69 15s.** With Sturmey-Archer Three-Speed Hub, **£65 15s.** With Two-Speed Counter-shaft Chain Drive, **£68 10s.**

Write for new Booklet "Hill-Climbing Extraordinary" and new Catalogue.

BAYLISS THOMAS & CO. (Established 1874), **COVENTRY.**

London Agents: Smedleys, 230, Shaftesbury Ave., W.C. (Coventry Excelsior Spare Parts stocked); Benetfink & Co., Ltd., 107, Cheapside, E.C.; Selfridge & Co., Ltd., Oxford Street, W.; Wm. Whiteley, Ltd., Queen's Road, W.

"The BIG" SINGLE

THE NEW RYDER CYCLE CO. NR BIRMINGHAM

New Ryder MOTOR CYCLES

THE NEW RYDER CYCLE CO. NR BIRMINGHAM

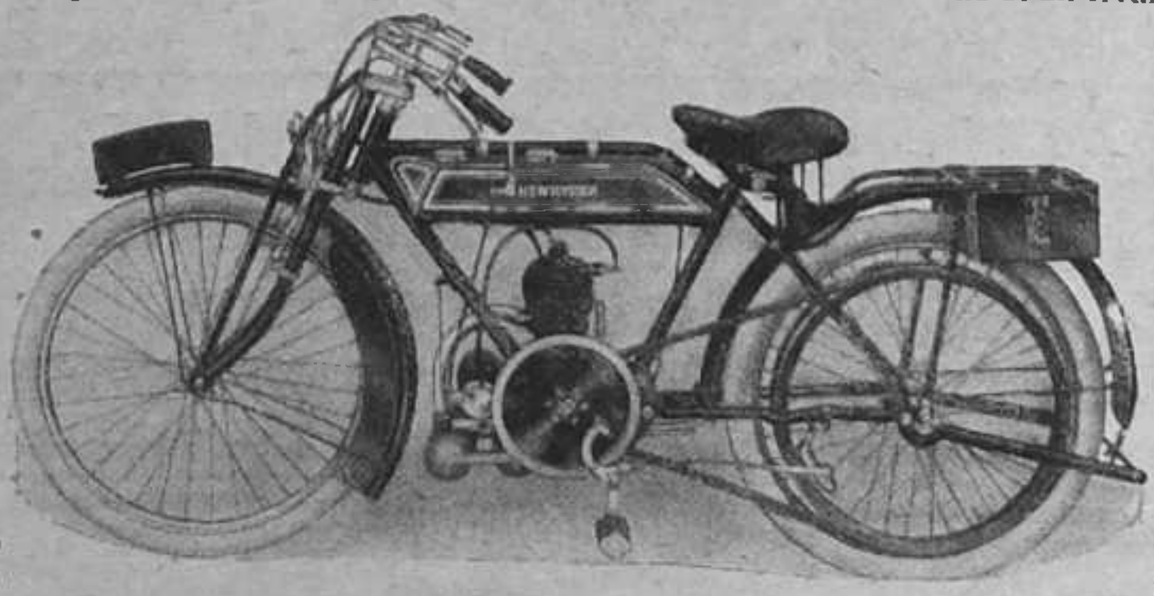
A FIRST-CLASS MOTORCYCLE
WITH 2½ h.p. 2-STROKE VILLIERS ENGINE FOR 25 GUINEAS.

The "NEW RYDER" will stand the strictest expert examination. From the smallest nut to the finished machine it bears evidence of superior manufacture. There is no part of this machine that suggests cheapness—EXCEPT THE PRICE.

The novice can thoroughly understand and control the "NEW RYDER" in two minutes—It is easier to ride than an ordinary cycle and its speed can be regulated from 4 to 40 miles an hour. No matter how rough the road it's just like sitting on an air cushion—because the design of the "NEW RYDER" is absolute perfection. For excellent finish—Reliability and Simplicity—combined with lightness and economy the "NEW RYDER" stands far ahead of all rivals.

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The Illustration is of our Semi T.T. Model. We make all patterns to suit customers' individual tastes without extra charge.



WE CAN PROMISE DELIVERY FOR WHITSUNTIDE IF YOU WRITE NOW.

25 GUINEAS
(as illustrated). For 25/- extra we will fit the machine quite ready for the road with a first-class lamp with separate generator and a half-guinea horn

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THE GRAVES 1914 'SPEED KING' J.A.P.

Price - **£39 : 0 : 0**

or £5 : 0 : 0 with order and balance in monthly payments of £2 : 0 : 0

2½ H.P. TWO-SPEED LIGHT TOURING MODEL

FOR £5 NOW

IMMEDIATE DELIVERY.



THE GRAVES 'SPEED KING' J.A.P.

2½ H.P. TWO-SPEED LIGHT TOURING MODEL.

It would be no strain upon the truth to describe this model as "The Machine of all the Perfections." Every component is absolutely the finest fitment of its class.

SPECIFICATION: The famous J.A.P. Engine, 70 × 76 bore and stroke; quick acting type of inlet valves; transmission by means of chain drive from engine shaft to countershaft gear, and from thence by 6½ pulley to rear wheel; **Bosch Magneto** latest pattern; the celebrated **Amac Carburetter;** Lycett's special light-weight saddle; **Dunlop Tyres;** Aluminium Footboards; **'Druid'** Spring Forks, Spring Girder type; **Hans Renold** Chain and **Dunlop Belt.** The two-speed countershaft gear is extremely efficient, is fitted closely behind the engine, and is actuated by lever on top tube, having three positions, top, bottom and central, giving **Free Engine.**

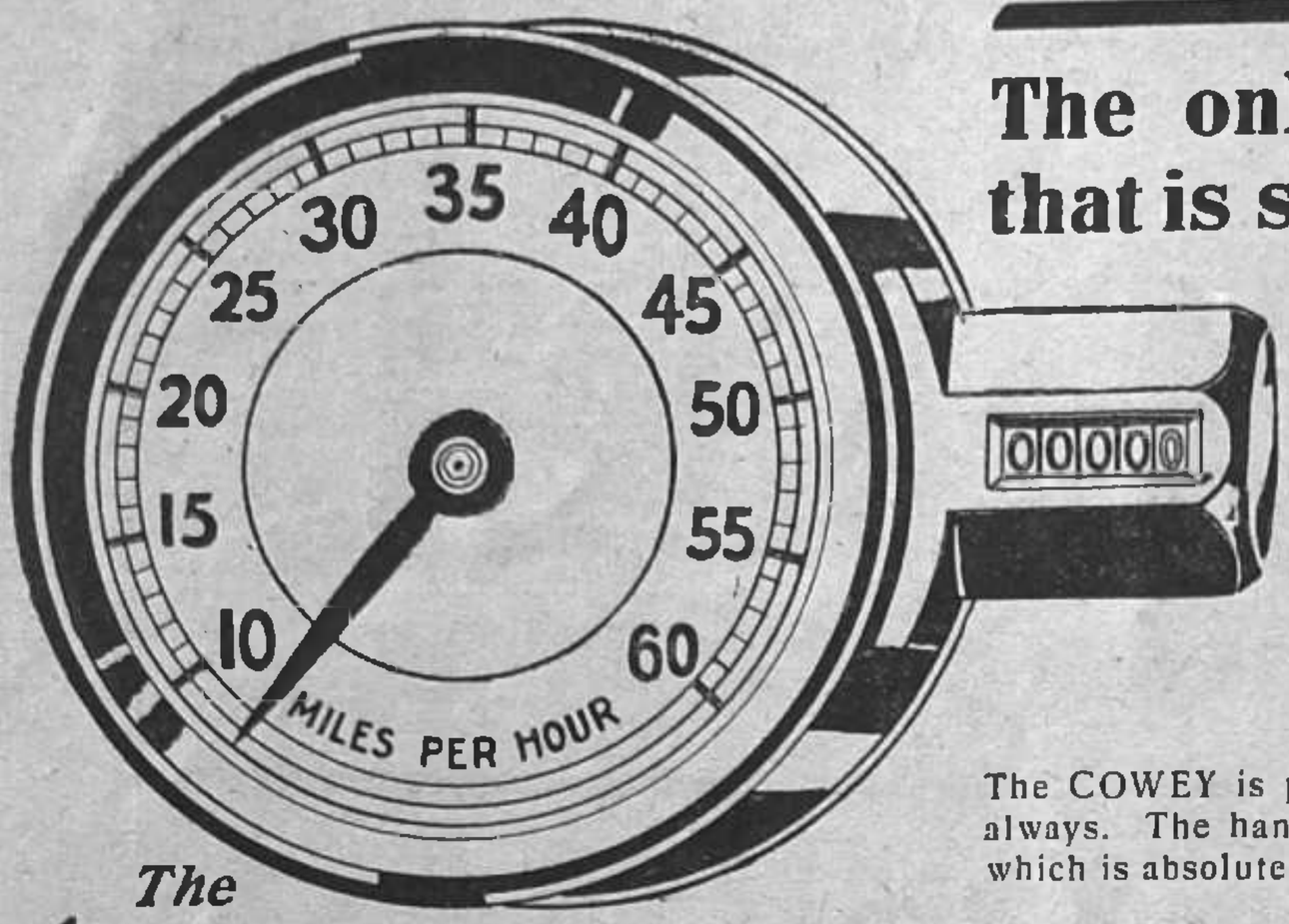
WE DELIVER the Graves 'Speed King' J.A.P. Light Touring Model carriage paid (crates and packing free) to approved orders for **£5** NOW. If after full examination you are entirely satisfied with the machine, pay the balance in monthly payments of **£2 : 0 : 0.** Money instantly refunded if you are disappointed, and we will pay return carriage.

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MOTOR CYCLE TYRES, SIDE CARS & MOTOR CLOTHING ON EASY TERMS.

Write to-day for the Catalogue which interests you. Absolutely the highest grade specialities in each department supplied to approved orders for small payment now, and balance in monthly payments if you are entirely satisfied after examination in your own home. Send Post Card to-day.

J. G. GRAVES Ltd, Motor Cycle Department, SHEFFIELD.



The only Speed Indicator that is steady and accurate.

Note the clear, open dial (actual size) which is attached to the handle-bar and can be read at a glance.

With so many speed limits in force a reliable indicator is a necessity.

Instruments built on Centrifugal or Magnetic principles cannot possibly give satisfaction on a motor-bicycle, and only end in disappointment and failure.

The COWEY is positive throughout and is therefore reliable always. The hand is perfectly steady at all speeds, a feature which is absolutely impossible in any other indicator.

The

Cowey Patent Speed Indicator

is BRITISH MADE and Guaranteed against Repair Charges for 12 months.

Can be fitted to any type of Spring Fork and to the right or left-hand side of wheel.

PRICE COMPLETE **£4 - 4s.** Registering from 5-40 or 10-60 m.p.h., with Mileage Recorder, as illustrated.

Or with Trip, **£5 - 5s.**

Registering from 10-80 m.p.h., **£5 - 5s.**

Or with Trip, **£6 - 6s.**

Maximum Speed Hand, **10/6** extra.

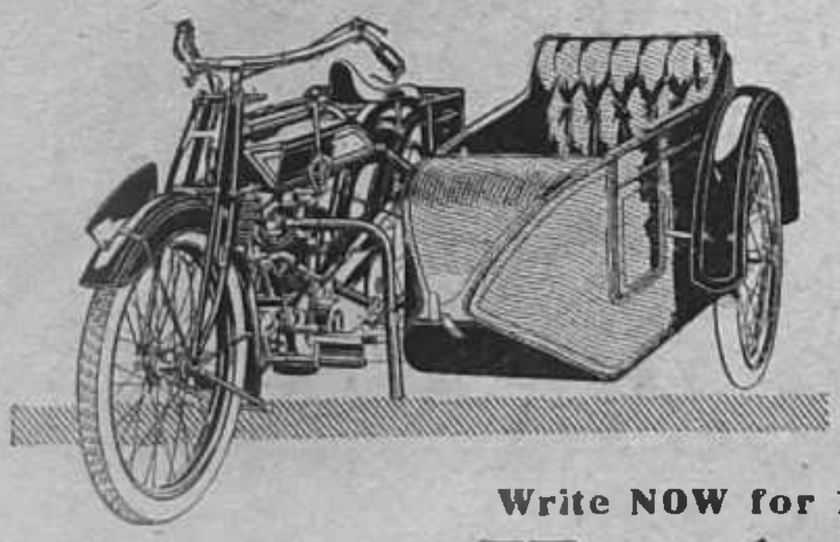
Write for Copy of Cycle Indicator Booklet, which will interest you.

THE COWEY ENGINEERING Co., Ltd., Archer Works, Kew Gardens, SURREY.

¶ By Sheer Excellence of Design, Workmanship and Reliability, HAZLEWOOD Motorcycles have placed themselves in the front of the "front rank machines."

The 5-6 h.p. Twin Three-Speed and Free Engine HAZLEWOOD.

Price 65 Guineas.



¶ The special J.A.P. Engine fitted to these machines is a masterpiece of engine construction.

The Hazlewood is the machine THAT NEVER FAILS.
100% HIGHEST AWARDS AGAIN.
This month's proof:
FIVE ENTRIES.
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Write NOW for 1914 Catalogue.

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H.P.

"Precision" Engines

"The same as You Can Buy."

Amateur Riders.

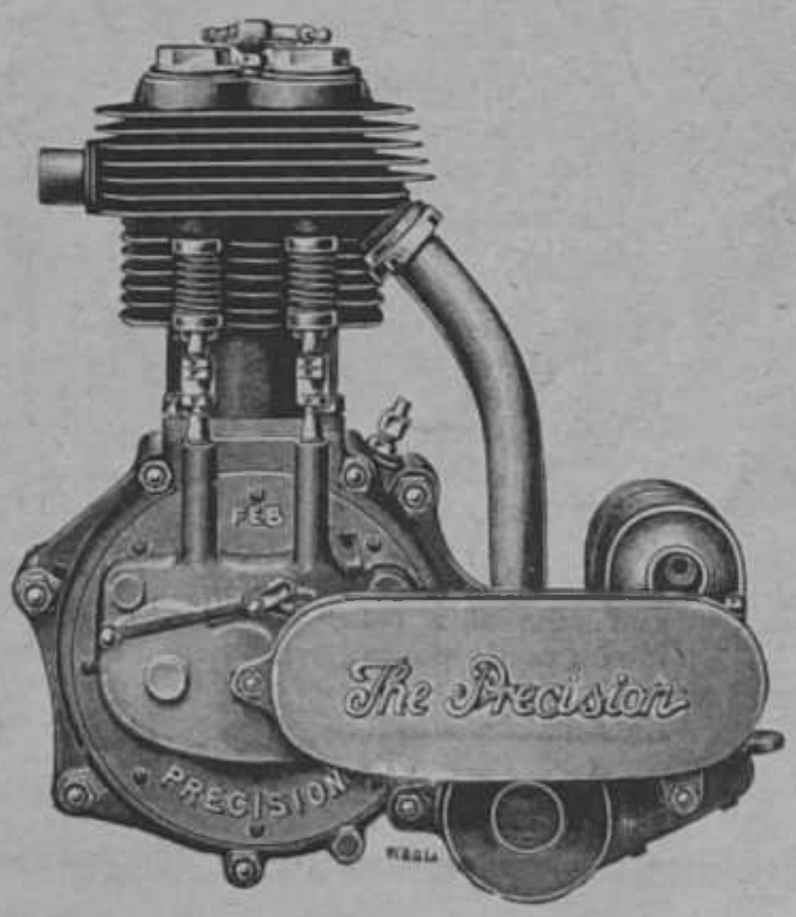
THE successes of the "Precision" Engine are not confined to the performances of a few highly experienced riders in one locality. They are gained in all parts of the world by riders who have bought machines with "Precision" Engines for their own personal use and pleasure, believing them the most efficient for every purpose and therefore the best. Note the following results in the Sutton Coldfield A.C.'s 3rd Annual Hill Climbing Competition for Amateurs.

500 c.c. Class. **1st on Formula.**
N. C. Fairley. 3½ h.p. Ivy-Precision.

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F. R. Banks. 3½ h p. Regal-Green-Precision.

Passenger Class, 600 c.c. **1st on time.** **2nd on Formula.**
F. R. Banks. 3½ h.p. Regal-Green-Precision.

Write for Illustrated Catalogue of Precision Engines—

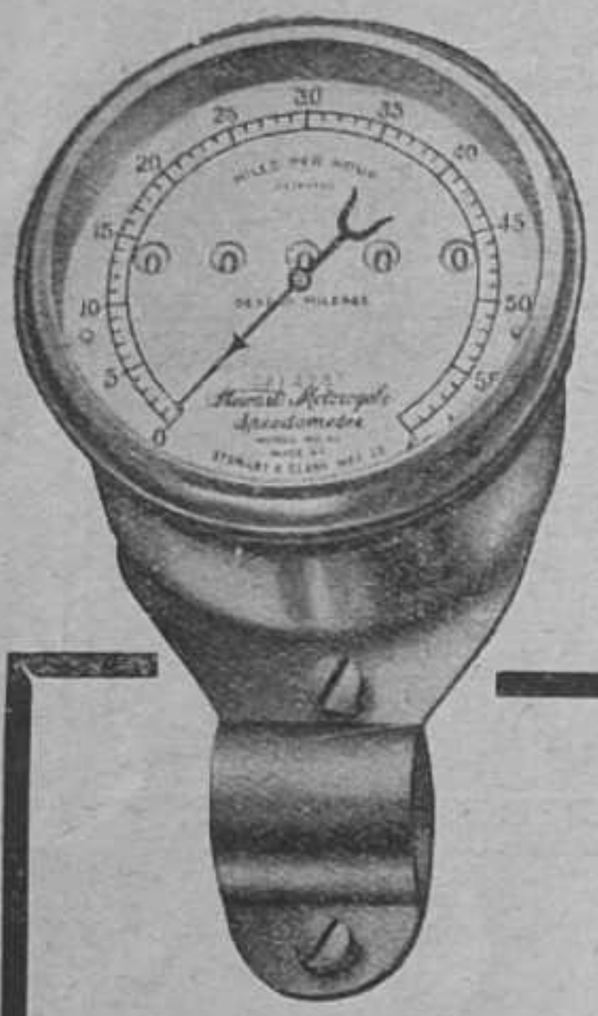


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Wires 'Bachuck, King's Norton.

Stockists for "Precision" Engines and Spare Parts' London — The Carette Co., 177, Great Portland Street, W. Glasgow—The Victoria Motor & Cycle Co., Dennistoun.

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Godbold,



Stewart

Motorcycle Speedometer

Model 43

50/-

Model 42

with Trip Register

£3 10 0

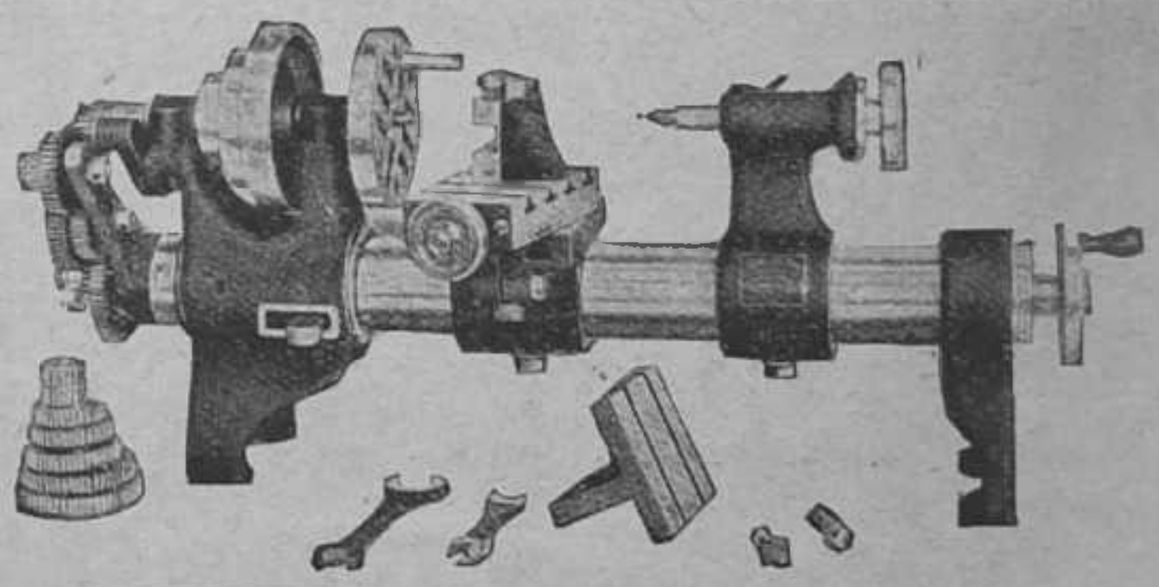
¶ WHEN rightly considered, a Stewart Speedometer should be the first thought after the purchase of a motorcycle, because it keeps the cost of motor-cycling within "affordable" limits. It provides a check on petrol consumption, tyre wear, and other upkeep charges.

¶ But in its primary capacity, that of giving the exact speed of travel, the Stewart is even more indispensable. It pays its cost in saving fines. Besides which, it's a pleasure to know exactly how fast you are going and not just have a hazy idea that the speed is 20 or 25 miles per hour. Get a Stewart, and dispense with guesswork.

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This lathe can solve the repair question for you.



IT is thoroughly well thought out in design, a really workmanlike little tool in construction, and easily capable of undertaking any running repairs on any motorcycle or cyclecar.

In tuning up for competition work this lathe can prove itself a most valuable ally, providing the means for constant and inexpensive testing and experimenting. If you go in for touring it can enable you to so keep your mount in the best of conditions, that the chance of breakdown on the road is practically eliminated. This lathe is quite out of the common, being capable of milling and boring as well as screw-cutting and turning, a point possessed by no other lathe of its kind made. It is guaranteed throughout, and sells at a price that makes the "Home Workshop" idea a really paying one.

£5 10s.

AND ON EASY TERMS.

Write for catalogues now; you will be interested in what this lathe can do—

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Regent Hill — Guildford — Surrey.

R.L.H.



WHY! sit and see others enjoy themselves,

when with a little exertion you can interview your nearest agent and ensure an enjoyable Whit-week tour by ordering at once a

CONNAUGHT

Two-Stroke Lightweight.

DESPITE MANY IMITATORS WE

Still Lead

WRITE FOR BOOKLETS.

Fixed Gear	£33 10 0		3-Speed	£44 0 0
2-speed	£41 0 0		Ladies Models	£36 0 0 & £45 0 0

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Continuity!!

An isolated success does not make a man—there must be that continuity by which only permanent success can be achieved.

As continuity is essential to the success of man, so is it to the motorcycle, and with the predominant

LEVIS

that continuity has proved its superiority on all surfaces.

It is not what the Levis may do!! It is what it has done, and is still doing!!

IN THE 1913 T.T. RACES

Mr. A. Butterfield, on a 2¾ h.p. single-geared Levis, was placed 12th, covering 225 miles at an average speed of 36½ m.p.h. . . . . And, in the

CIRCUIT de L'EURE

at Vernon, 3rd May, 1914, Mr. A. Milner, on his 2¼ h.p. 'Baby' Levis, won class A, covering 185 miles at an average speed of 34½ m.p.h.

BUTTERFIELDS Ltd.,
Levis Works, Stechford, Birmingham.

Whiteleys for motorcycles

By Easy Payments.

£10

secures delivery of any motorcycle value £40 or over. If the machine selected is less than £40, we only ask one quarter (25%) cash down.

Special offer for Lightweights, Calthorpes, Ixions, etc., not exceeding 25 guineas in value, we require a cash deposit of £5.

WE ADD 2% ONLY

to list prices for credit accommodation.

Example:

	£	s.	d.
2¾ h.p. IXION 2-stroke MOTORCYCLE ...	26	5	0

Payable as follows:—
£5 deposit and 12 monthly Payments of £1 16s. 3d.

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OUR IMMENSE STOCK

INCLUDES

Douglas, Premier, O.K., Swift, James, Arno, Alldays, Bradbury, Humber, New-Hudson, Lincoln Elk, Quadrant, Excelsior, Singer, Rover, Sunbeam, Matchless, Royal Enfield, Chater Lea, American Excelsior, Calthorpe Junior, Raglan, Ixion, Clyno two-stroke, Triumph, etc., etc.

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Telephone: Park ONE. Telegrams: "Whiteley, London."

Nothing Doing!





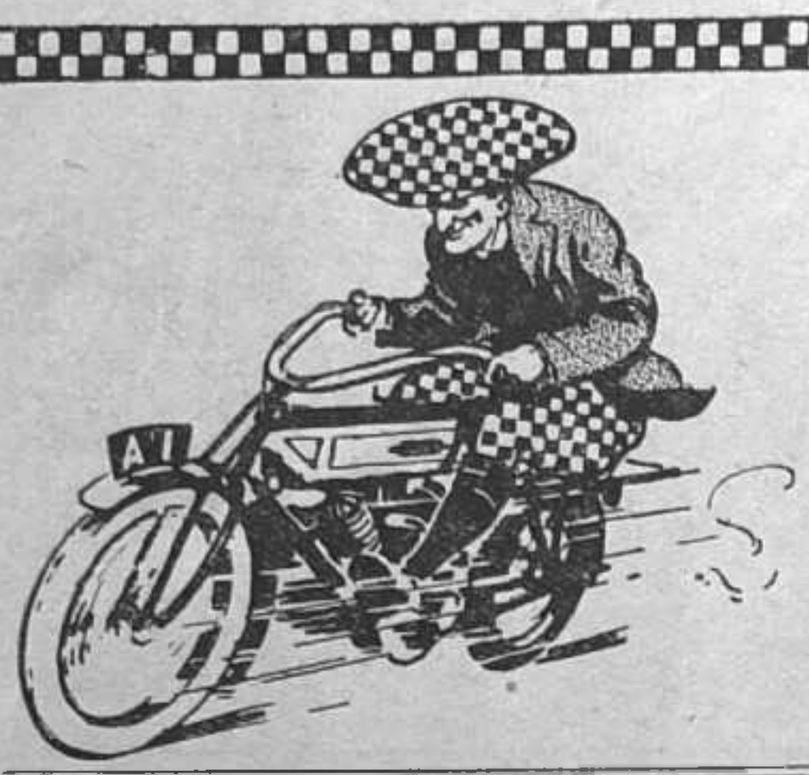
—for the repair man if your mount is fitted with

Bates
SUPER RUBBER.
Tyres

Send a post card for the BATES Book "Truth and Tyres." It is full of useful tips and "do nots" for Motor-cyclists. Written by one who knows, and sent free on application.

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For pottering or pace-making — town-riding or touring.

No matter what your motorcycle is used for, the drive that you should have if you desire all-round reliability is

Renold Chain

It does not merely transmit more power in dry weather, but maintains the same efficiency in wet—such a thing as slip is unknown with chains. Moreover, breakages are the exception, not the rule. There are no fasteners to pull through, and no excessive tightening to do, because chain drive is positive as a gear and flexible as a belt, with the disadvantages of neither.

The results of the last three T.T. Races are as follows:—

1911—Won by Indian using Renold Chains.
1912— ,, ,, Scott ,, Renold Chains.
1913— ,, ,, Scott ,, Renold Chains.

Take note of the many riders using them in the forthcoming T.T. Races.

Interesting booklet "Hints on Chain Drives for Motor Cyclists" free. Whether your machine is chain driven or not write for one to

Hans Renold, Ltd. (Dept. 32),
MANCHESTER.

A·J·S



17 AWARDS & 2 Special Cups

gained by A.J.S. riders in the WOLVERHAMPTON Hill Climb, 25th April.

An unrivalled performance—indisputably proving the great superiority of The "A.J.S." Note the actual results:—

CLASS 2 (350 c.c.)

Expert:	G. W. Corbett, 2¾ A.J.S.	...	1st on Time
	W. Stevens ,,	...	3rd ,,
General:	W. Stevens ,,	...	1st ,,
	G. W. Corbett ,,	...	2nd ,,
	F. W. Giles ,,	...	3rd ,,

CLASS 3 (500 c.c.)

Expert:	G. W. Corbett, 2¾ A.J.S.	...	1st on Time
	W. Heaton ,,	...	2nd ,,
General:	W. Stevens ,,	...	2nd ,,

CLASS 4 (Unlimited)

Expert:	G. W. Corbett, 2¾ A.J.S.	–	1st on Formula
	W. Stevens ,,	...	3rd ,,
General:	F. W. Giles ,,	...	1st ,,
	W. Stevens ,,	...	2nd ,,

CLASS 5 (600 c.c. Sidecars)

Expert:	G. W. Corbett, 2¾ A.J.S.	....	1st on Formula
	W. Heaton ,,	...	2nd ,,
General:	G. W. Corbett ,,	...	1st ,,

CLASS 6 (775 c.c. Sidecars)

General: H. Stevens, 6 h.p. A.J.S. ... 2nd on Time

"BIRD" CUP, for BEST PERFORMANCE by a Club member: G. Corbett, 2¾ A.J.S.

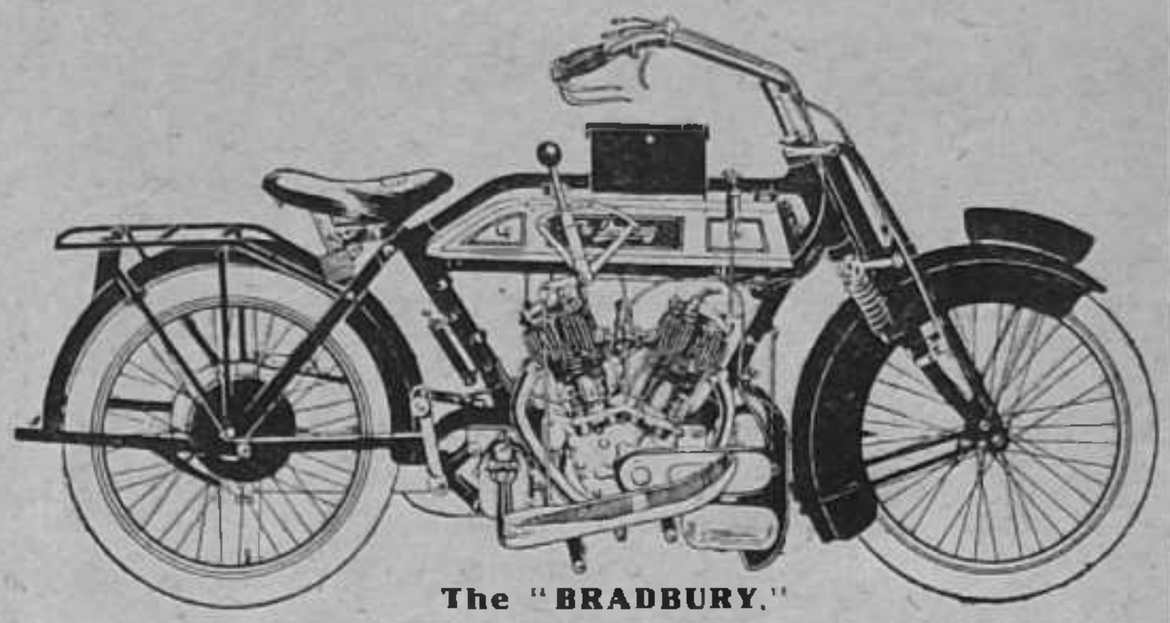
"A.J.S." CUP, for BEST AGGREGATE PERFORMANCE of the day on formula: G. Corbett, 2¾ A.J.S.

As "THE MOTOR CYCLE" in their 30th April issue says: "*The A.J.S. riders had matters all their own way*"—and 'tis always so, and the reason "in a Nutshell" lies in its ENGINE EFFICIENCY, CORRECT GEAR RATIOS, and PERFECT TRANSMISSION.

A. J. Stevens & Co., Ltd.,
Retreat Street, Wolverhampton.
LONDON AGENTS: H. Taylor & Co., Ltd.,
Store Street, Tottenham Court Road.

THE RELIABLE Bradbury

—The Ideal Motorcycle for Sidecar Riding.



The "BRADBURY."

6 h.p. Twin, 3-speed, V Type, 74·5 x 86 mm., 749·75 c.c. ... **Price £75**

8,000

Miles on a Bradbury and Sidecar.

Mr. R. Gilmore Brown, of Dublin, writes:

"It gives me great pleasure to inform you that I have now completed over 8,000 miles on my 1913 3½ Bradbury. I took delivery of the machine in February of last year, and have driven it with a sidecar all the time, over our Irish roads and for a period of two weeks in the Isle of Man.

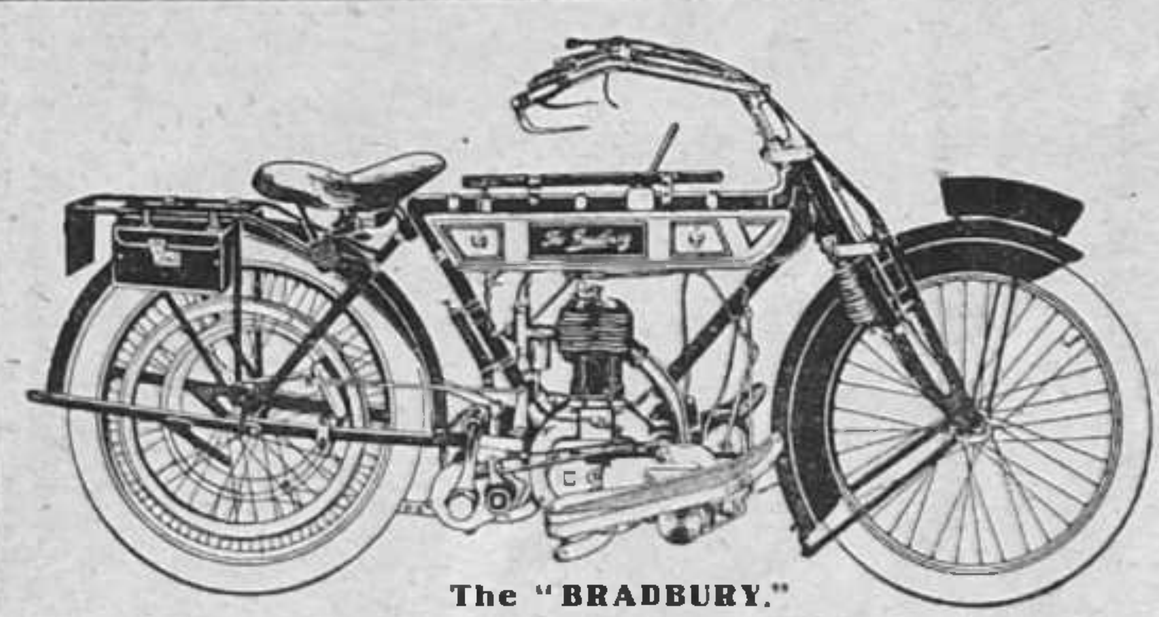
"I am very enthusiastic over the merits of my machine, and have experienced no engine trouble whatsoever. I have just had the engine overhauled, and find that the big end bearing was slightly worn. I intend using this machine again this year."

ESSEX M.C. ONE DAY TRIAL.—GOLD MEDAL.
Mr. H. E. Parker, 6 h.p. Bradbury and Sidecar Combination.

MANCHESTER M.C. HILL CLIMB.—FIRST AND GOLD MEDAL.
Mr. C. Higham, 6 h.p. Bradbury and Sidecar Combination.

MANCHESTER HUNDRED M.C. FLYING MILE RUN. Sidecar Class, Single-Cylinder Machines.—FIRST.
Mr. J. Morrissey, 3½ h.p. Bradbury and Sidecar.

DENTON M.C. RELIABILITY TRIAL.—SECOND.
Mr. J. Eastwood, 6 h.p. Bradbury and Sidecar Combination.



The "BRADBURY."

4 h.p. Square Engine, 89 x 89 mm. 554 c.c., 2-speed, chain and belt drive **Price £58**

RIDE A BRADBURY

The Speedy—Powerful—and :: Reliable Motorcycle. ::

Special Notice.—We can now supply from stock our Two-speed Gear and Free Engine Pulley for Belt-driven motorcycles to fit our 1909, 1910, 1911 and 1912 machines, and also to machines of other leading makers. They can be easily fitted by detaching the ordinary pulley, and fitting the variable gear with adjustable pulley in its place, the rod for working the gear being attached to the top tube by means of a clip ... ... **Price £7**

Please write for Catalogue to—

BRADBURY & CO., LTD.,
——OLDHAM.——

20,000 MILES WITH ONE WHITTLE (Patent) BELT

18, Newland,
Northampton.
4th May, 1914.

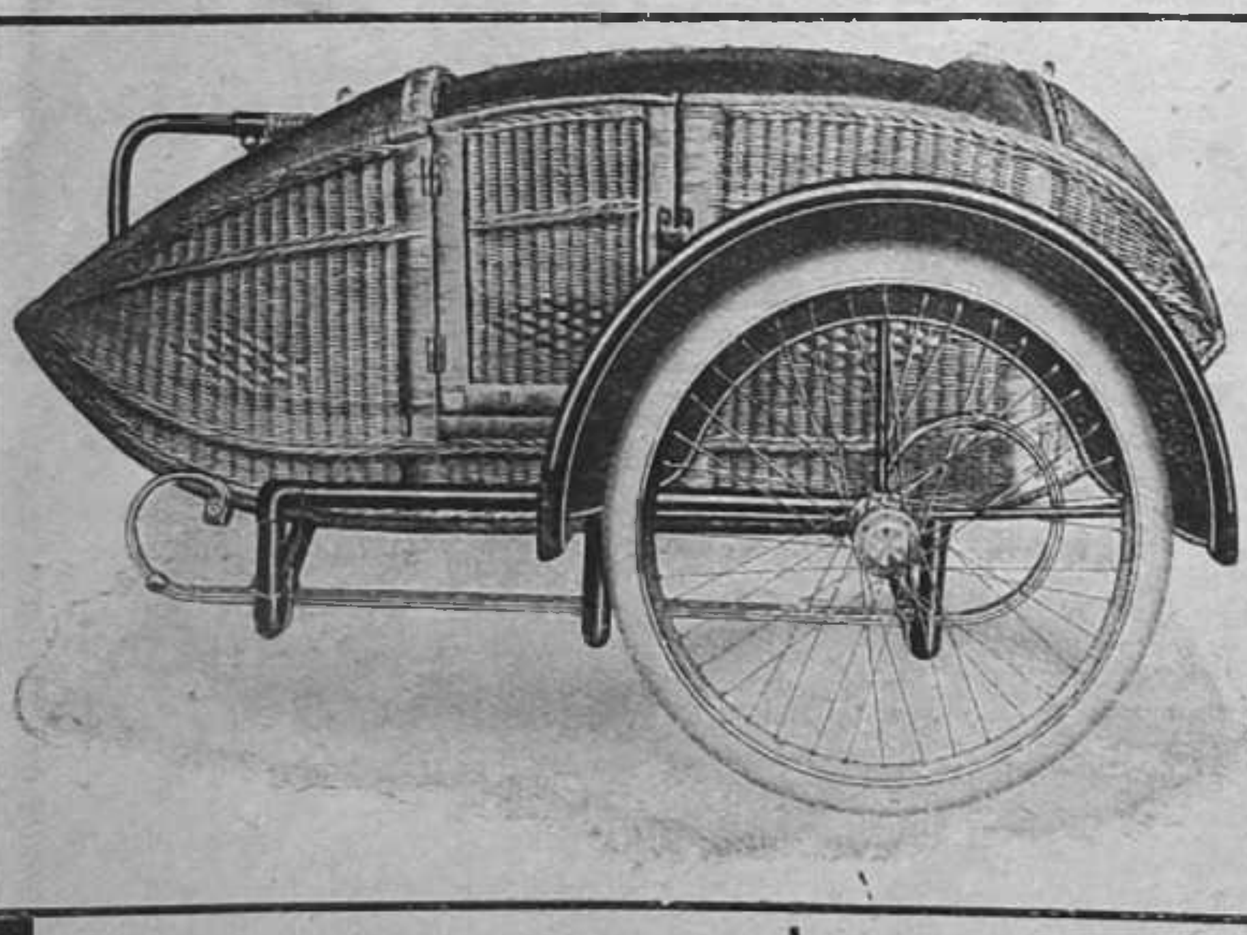
Gentlemen,

In 1911 I purchased from the Rev. P. W. Bischoff a 6 h.p. Zenith motorcycle and sidecar; it was fitted with one of your 1 in. Whittle Belts. The bike and sidecar have been in constant use since then, and have done about 20,000 miles; I did about 15,000 with the Whittle. I have nothing but praise for your belt, and am quite sure it is the one and only belt for the Zenith gear. I should say this belt has been 20,000 miles all told, as it was on the machine when I bought it.

Yours faithfully,
FRANK H. SWINDALL
(late Secretary Northants Motorcycle Club).

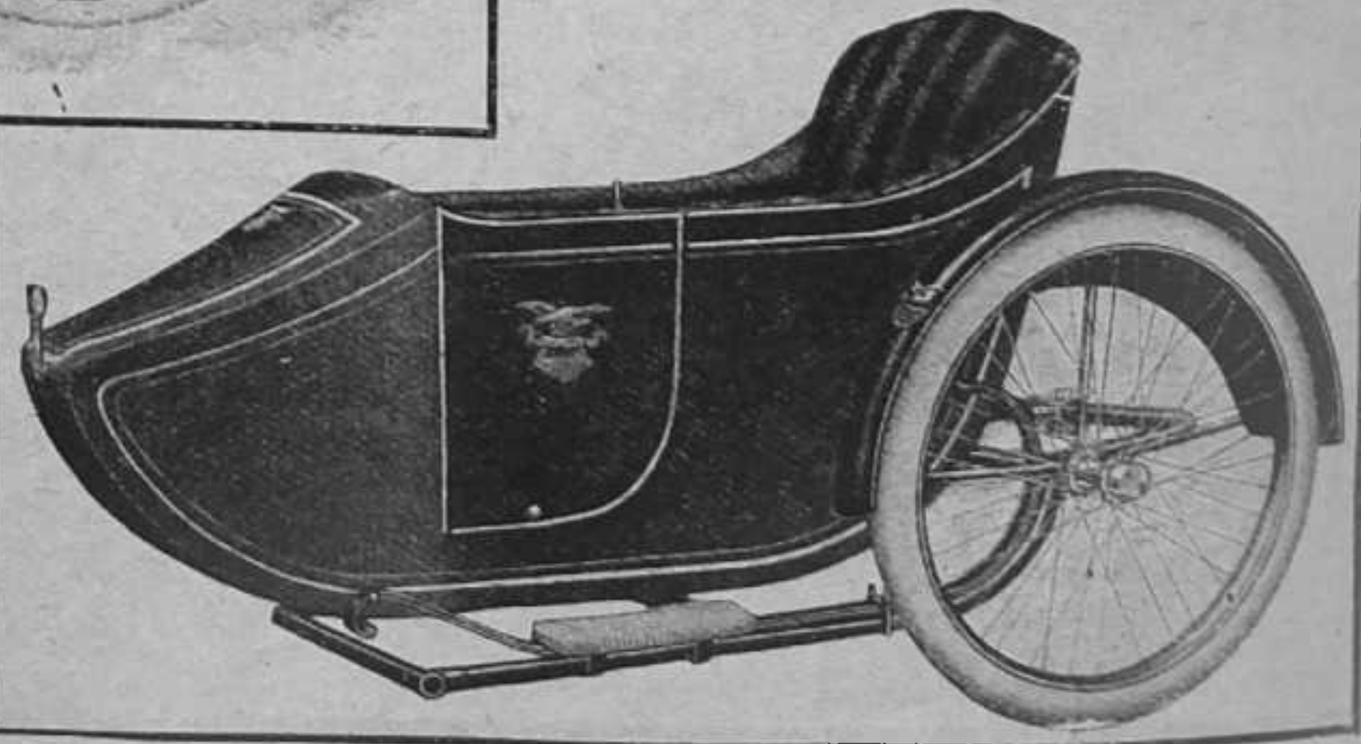
THOS. WHITTLE & SONS, LTD.,
WARRINGTON.

Telegrams: "Belt, Warrington." Telephone: 365 Y.



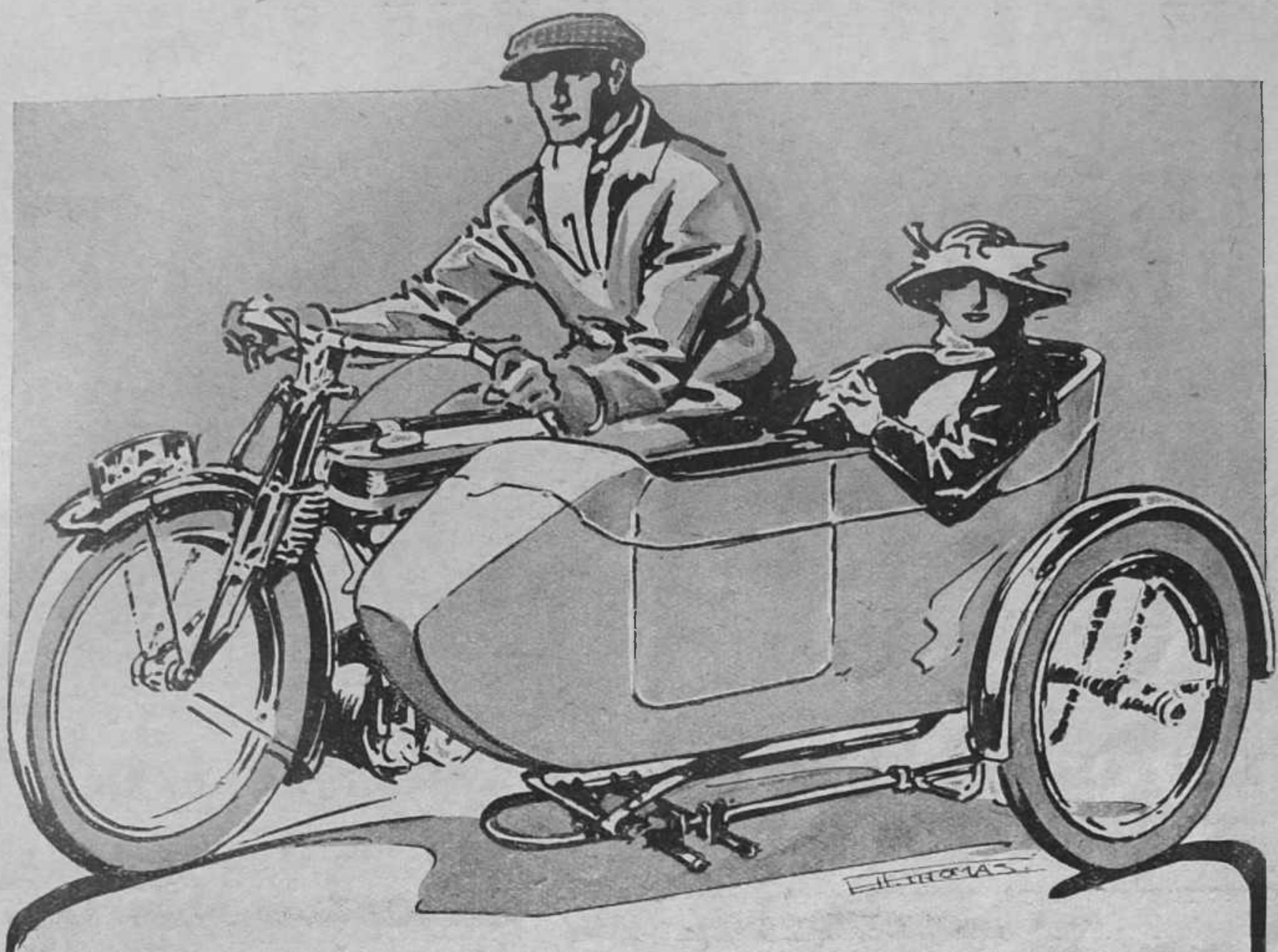
THE
SUPREME
SIDECARS
for Lightness in Speedwork, for Comfort in Touring, are Supreme !!!

Many Patent Specialities embodied in 9 Distinctive Designs.



Prices from £9 to £14

Supreme Sidecar Mfg. Co., Ltd.,
Gt. Hampton St., Birmingham.
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WRITE FOR LISTS.



CANOELET

COMFORT

CANNOT BE EXCELLED

Look at the graceful lines of the CANOELET and ask yourself if you have ever met a more handsome or more attractive sidecar on the road. The Canoelet models are beautiful in design, magnificently finished and, above all, represent the very acme of sidecar comfort. The position is low, the passenger is not cramped for room, and the seat is easily adjustable so that everyone who rides in a Canoelet can find the most comfortable angle and keep the seat adjusted to that angle exactly.

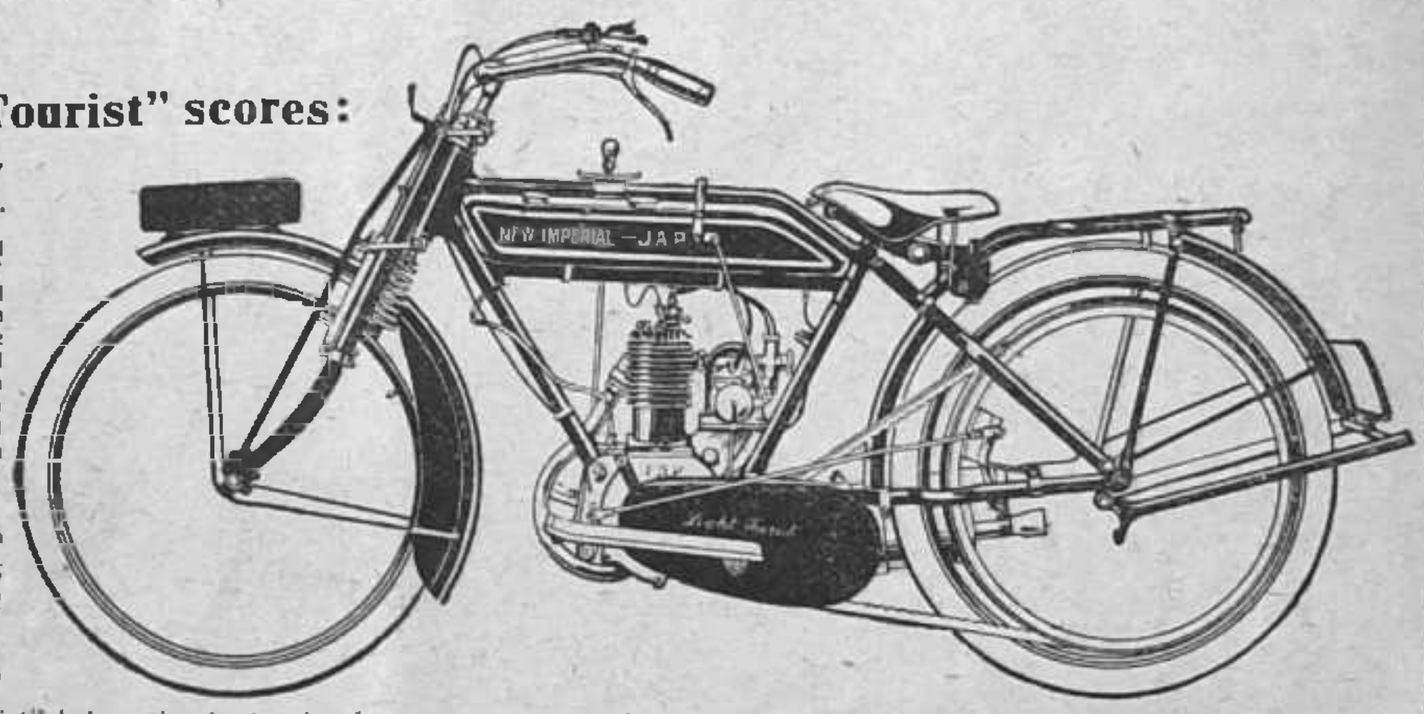
The Canoelet models are deeply upholstered in materials that will wear almost for ever, the springing is well-nigh perfect, and the chassis is low-built and connected to the motorcycle by four strong couplings. The connection tube is anchored to two main members of the chassis.

In the Canoelet models you obtain minimum weight and wind resistance with maximum comfort at strictly moderate prices. Will you write for the lavishly illustrated and fully informative Canoelet catalogue? Post free on request.

MEAD & DEAKIN,
RUSHEY LANE, TYSELEY,
BIRMINGHAM.

New Imperial 31 Gns. "Light Tourist."

AGAIN the "Light Tourist" scores:



LEOMINSTER TRIAL, 3rd May

Mr. J. LANCASTER, Tarpole, Leominster, writes, 10th May—

"I entered the Leominster Trial, held on 3rd May, on my New Imperial "Light Tourist," which I have had 3 weeks. In the FAST and SLOW CLIMB on Eglon Hill she was **fine** and hummed like a twin—afterwards in the non-stop run of 55 miles, with secret and home check, including a trying course, two ascents of Clee Hill, with hairpins and steep gradients, elbow turns on Whitecliff and Rattlebank, I was fortunate enough to win

First Prize (111 marks),

two 3½ machines tying for second place with 109 marks. The machine **is really splendid**. It has created an immense amount of interest in the district. I am **50 years** of age, and on my 2½ h.p. have beaten a lot of young "knuts" who fancy themselves very strongly on ——, ——, ——, —— makes, all 3½ h.p."

Thus does the 2½ New Imperial "Light Tourist" behave in the hands of a veteran—emphasizing its **ease of control, speed on hills and on the road, perfect dependability**. Send for illustrated catalogue and other details which fully tells you what has been and can be done with this delightful little model. Don't forget that our bigger powered models in 3½, 4½, 6 and 8 Twins are just as good value.

Sole Makers: **NEW IMPERIAL CYCLES, LTD., BIRMINGHAM.** *Established 1887.*

VELOCETTE

SINGLE GEAR
25
GUINEAS
BELT DRIVE
WEIGHT 112 lbs

OUR machine of 220 c.c. competing in the 350 c.c. class won a silver medal in the Birmingham — Weymouth trial, 300 miles at 20 miles an hour.

You want a machine that will do that, not a toy.

Why not write us for lists now?

TWO SPEED GEAR
30
GUINEAS
CHAIN DRIVE
WEIGHT 122 lbs

THE WORD "TWO-STROKE" on a POSTCARD will bring you Particulars

VELOCE LTD FLEET ST BIRMINGHAM



Curfew MUST not Ring To-night.

CONSIDER THE ***SCOTT***

It toils not but it spins. Watch how beautifully it takes the corners.

Immediate Deliveries at

GODFREY & APPLEBEE, Ltd.,

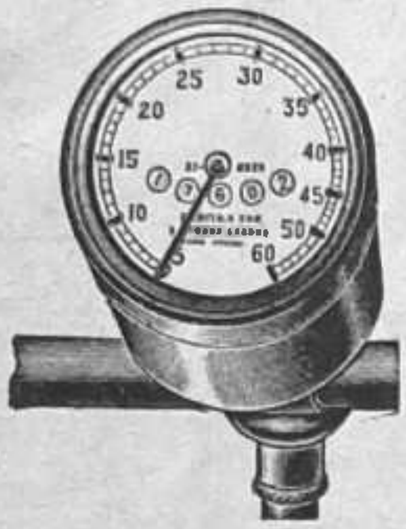
87, GREAT PORTLAND STREET, LONDON, W.

Sole London Agents. *The Trade Supplied.*

EXCHANGES. EASY TERMS.

SMITH'S PERFECT SPEEDOMETERS

Cycle Speedometer



No. A1. £3 3 0

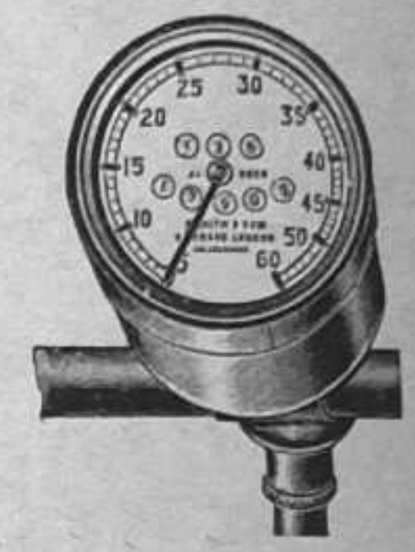
NEW

£3.3.0

ROCK STEADY MODEL

Rock steady under any vibration, yet accurate and unaffected by temperatures

Cycle Speedometer



No. A2. £4 4 0

THE BEST VALUE IN THE WORLD.

Made entirely at Speedometer House, Gt. Portland St., London.

S. SMITH & SON, LTD., Speedometer House,

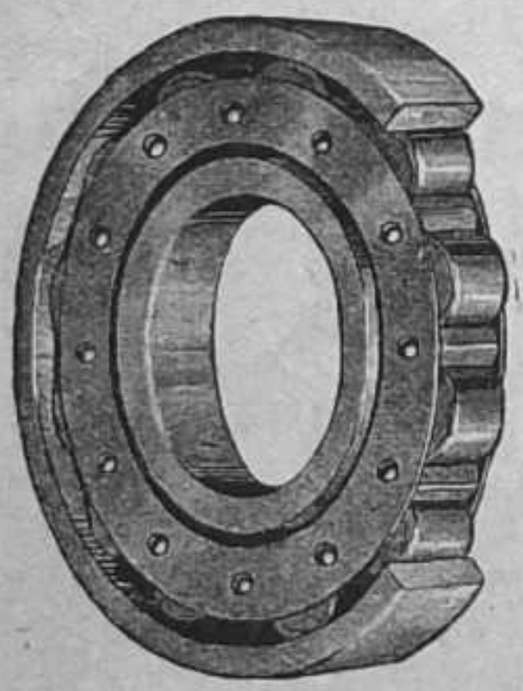
179-185, Gt. Portland Street, London, W., Trafalgar Square, and 68, Piccadilly.

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BALL & ROLLER BEARINGS.



ROLLER Bearing.

THRUSTS.

HANGERS.



STEEL AND METAL BALLS.

Extract from the Certificate of the National Physical Laboratory, Teddington, dated 24th August, 1912:—

"IN GENERAL, VARIATIONS FROM THE MEAN WERE FOUND TO BE LIMITED TO ∓ 0"00001 = ONE HUNDRED THOUSANDTH PART OF AN INCH."



DOUBLE PURPOSE (Self-contained)

DOUBLE THRUSTS.

PLUMMER BLOCKS.

FISCHERS BALL & BEARING CO., Carlton House, 28, High St., BIRMINGHAM.

Telegrams—"Fischerdom, Birmingham."
Telephone—Central 3380.

THE

ZENITH

Motorcycle with the GRADUA GEAR has to its credit the following list of successes made during last season:

RELIABILITY.

84 Gold and other medals, certificates, &c., denoting full compliance with the regulations governing the various Trials: these included also 9 CUPS & CHALLENGE TROPHIES

HILL CLIMBING.

129 FIRSTS AND FASTEST TIMES.
Innumerable Seconds & Thirds were reported in addition to Firsts in the same events.

SPEED EVENTS.

78 FIRSTS.

31 RECORDS — a record in itself —

making a GRAND TOTAL of

322 premier awards in all classes of tests.

Obviously this list cannot be complete, and we present it merely as an indication of the winning ways of the ZENITH; the full details are set out in a 28-page booklet which awaits your request. From recent announcements it will be noted that the new COUNTERSHAFT MODELS are also winning.

Wires: ZENITH. East Molesey.

ZENITH MOTORS LTD., Hampton Court, England.

'Phone: MOLESEY, 169.

Spare parts stocked in London by Robertsons, Great Portland Street, W.

"A Smart Machine"

This is how "Motor Cycling," in a description of the

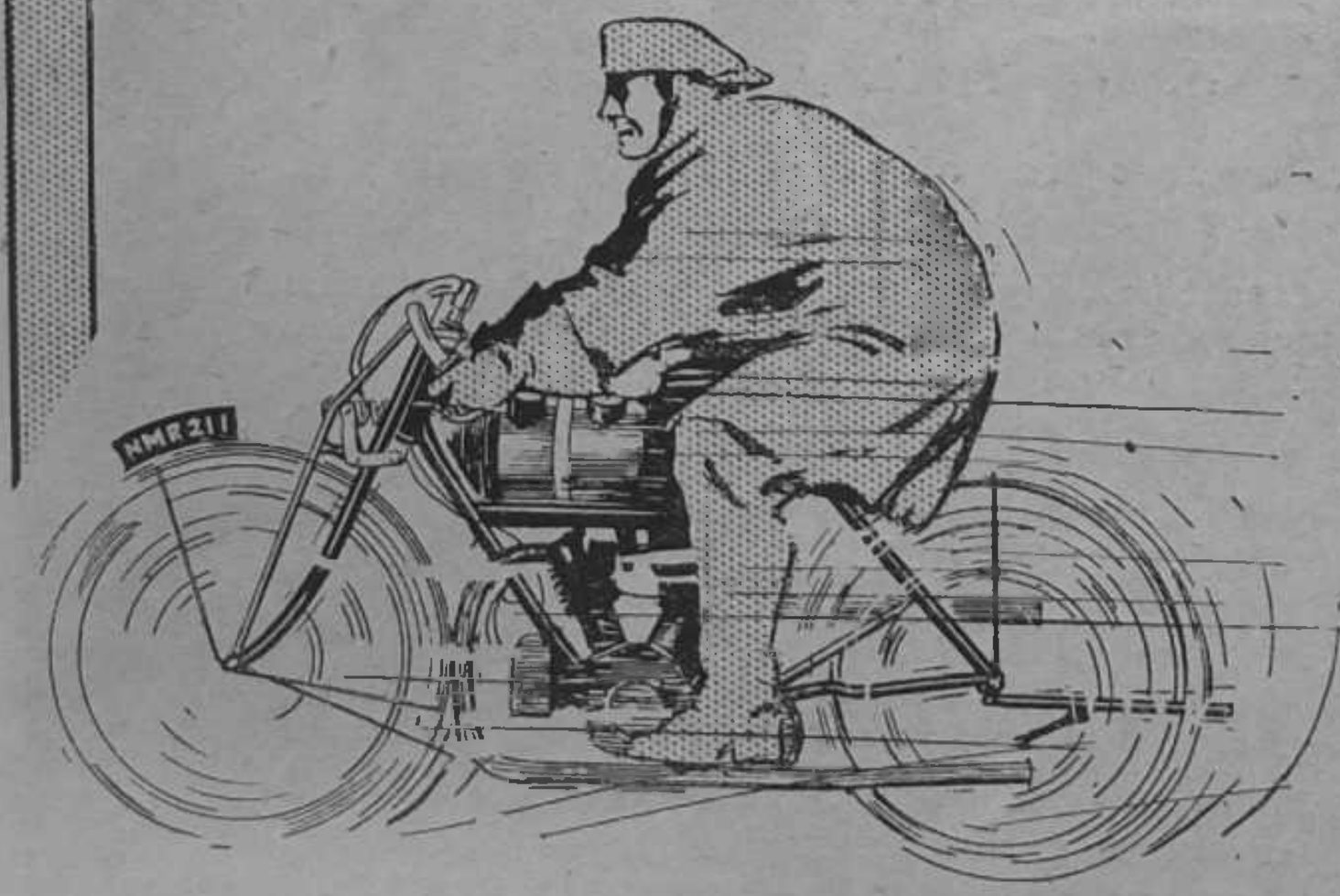
ROYAL RUBY

Tourist Trophy Model, sums it up. Smart in appearance and smart in performances, the Royal Ruby Motorcycles are proving a revelation. Their latest performance has been to carry off the premier prizes in the Seven Miles Handicap and the Ten Miles Championship Race at the Wanganni Carnival, N.Z., on 21st March. Both races were won on Tourist Trophy Models.

Enquire about and investigate the Royal Ruby T.T. Model, beautifully enamelled black, and bright parts specially well nickel-plated.

Price complete **49** GUINEAS.

Royal Ruby Cycle Co.,
Cannel Street Works, Ancoats,
MANCHESTER.



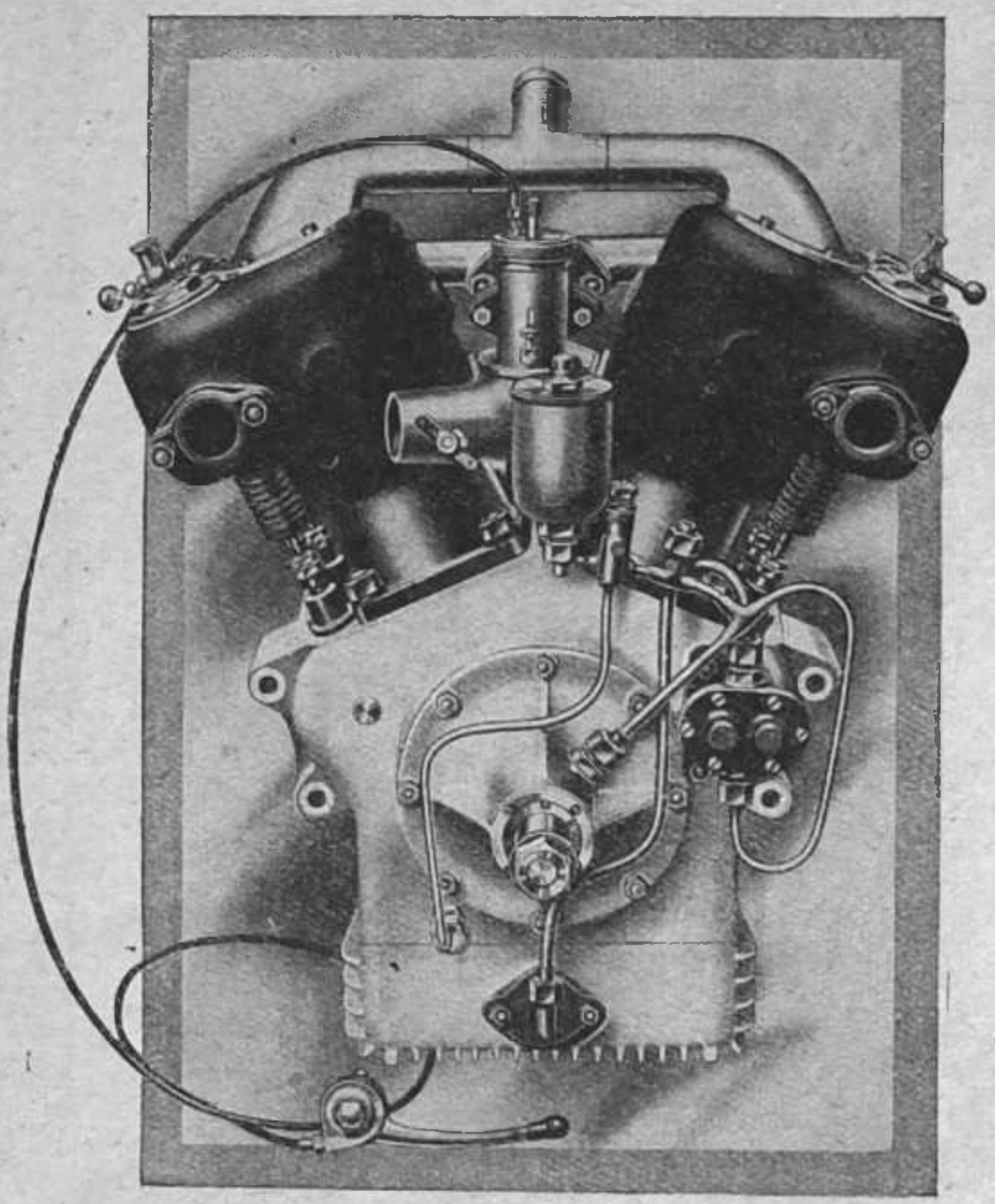
The Finest Light Car or Cyclecar Combination

The BLUMFIELD TWIN

("J Type") fitted with the wonderful

COX "Streamline" Carburetter

is more flexible than most fours.



Forced feed lubrication to all parts by Rotary sump.

Split sump bottom half easily removable for inspection of big ends, etc.

Will pull perfectly steady and with great power at dead slow speeds.

Absolutely no vibration.

The Power, Simplicity, and Economy peculiar to a perfect twin, with the Flexibility and Smoothness of a good four.

Write for particulars to—

BLUMFIELD ENGINE CO., LTD.,
LOWER ESSEX STREET, ...BIRMINGHAM.

SUCCESSES THAT MAKE YOU THINK!

We have endeavoured, week after week, to prove by the testimony of Royal Enfield riders that in the Royal Enfield motorcycles is embodied a reliability second to none. Brooklands proves—as it has done on many previous occasions—that, besides unequalled reliability, the speed of the 3 h.p. Royal Enfield is phenomenal.

Brooklands, 2nd May, 1914, 350 c.c. Sprint Race.

FIRST and SECOND to finish were both 3 h.p.

ROYAL ENFIELDS

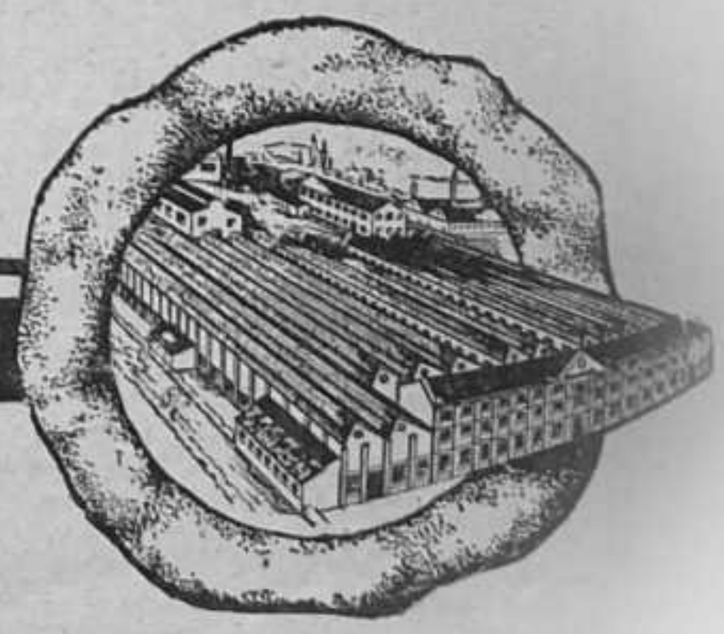
"The Motorcycle that is made like a Gun"

—and at Brooklands on the same day, one of the above machines finished fourth in the "All-Comers' Handicap," being beaten only by a 10 h.p. Cyclecar and two 8 h.p. models.

There's SPEED for you!

Write NOW for the complete 32-page Royal Enfield motor catalogue.
Mention "Motor Cycling."

THE ENFIELD CYCLE CO., LIMITED, REDDITCH.
And 48, Holborn Viaduct, London, E.C. **Agents Everywhere.**



Why are many firms fixing up 1915 contracts now to ensure obtaining the reliable Royal Enfield gear?

Because—no other countershaft motor cycle gear has ever given the same satisfaction after such universal tests.

Races galore, reliability trials in plenty, have been won on Royal Enfield motor cycles, and on numerous other makes which have been fitted with the reliable Royal Enfield Two-speed and Free-engine Countershaft Gear.

Here are a few latest successes:—

BROOKLANDS, May 2nd, 350 c.c. Race, First and Second, 3 h.p. Royal Enfields fitted with the Enfield Gear.

CIRCUIT DE L'EURE.—First in 250 c.c. Class (Mr. A. Milner, Levis). First and Second in 350 c.c. Class (Motosacoche and Gladiator). Second in 500 c.c. Class (Clement). Second in 750 c.c. Side-car Class (Motosacoche. All these motor cycles were fitted with the reliable Royal Enfield Two-speed Gear.

All Royal Enfield Motor Cycles are fitted with this proved best gear.

The Royal Enfield Two-speed and Free-engine Countershaft Gear has Direct Drive on each gear. No frictional losses — 100% efficiency.

Note the number of Enfield Gears on all makes in the T.T. Races.

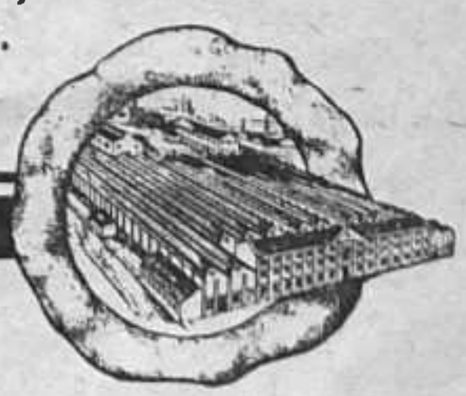
The Royal Enfield Gear is one of the many features which have made Royal Enfields the motor cycles par excellence.

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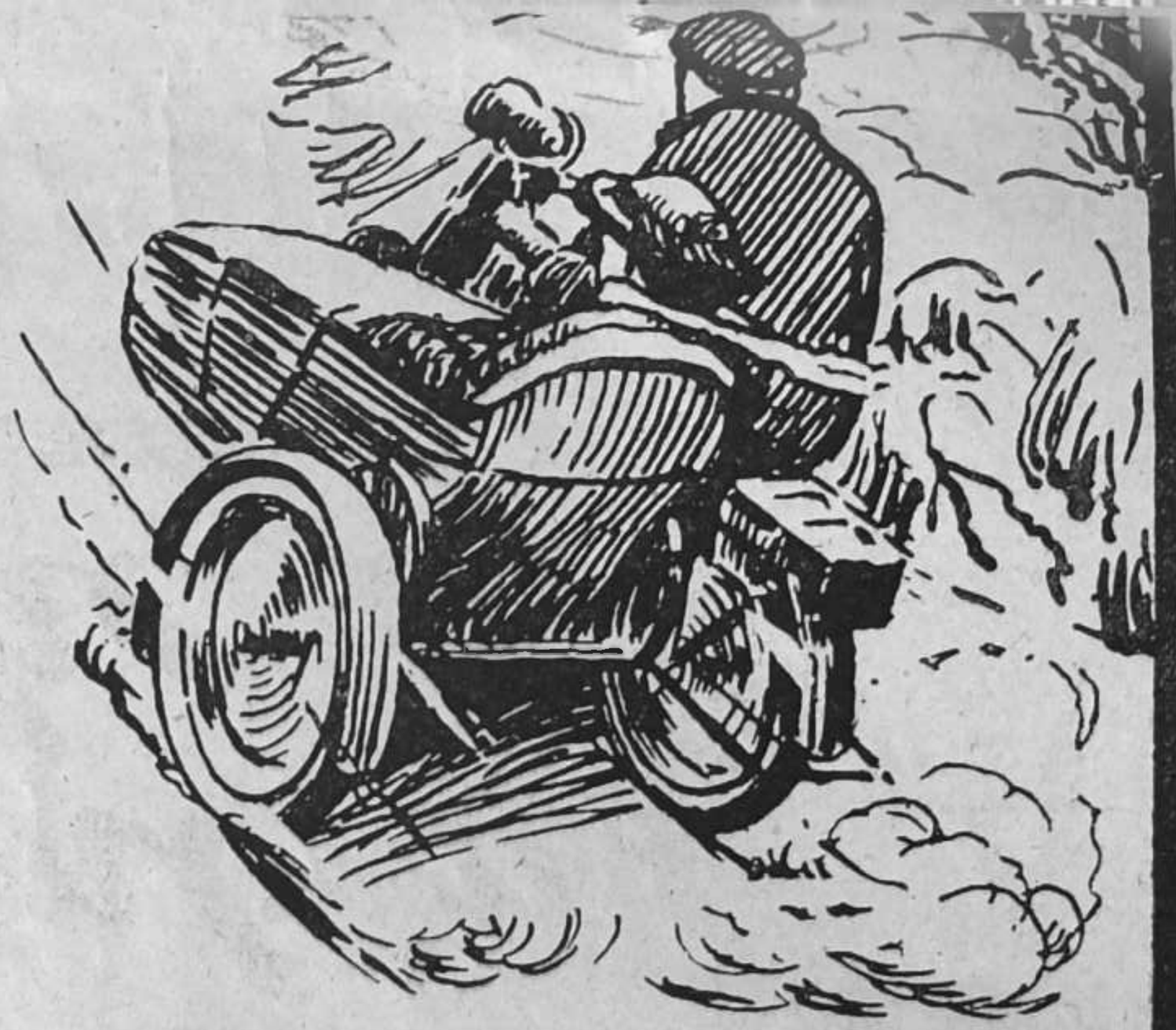
And 48, Holborn Viaduct, London, E.C.

Agents Everywhere.
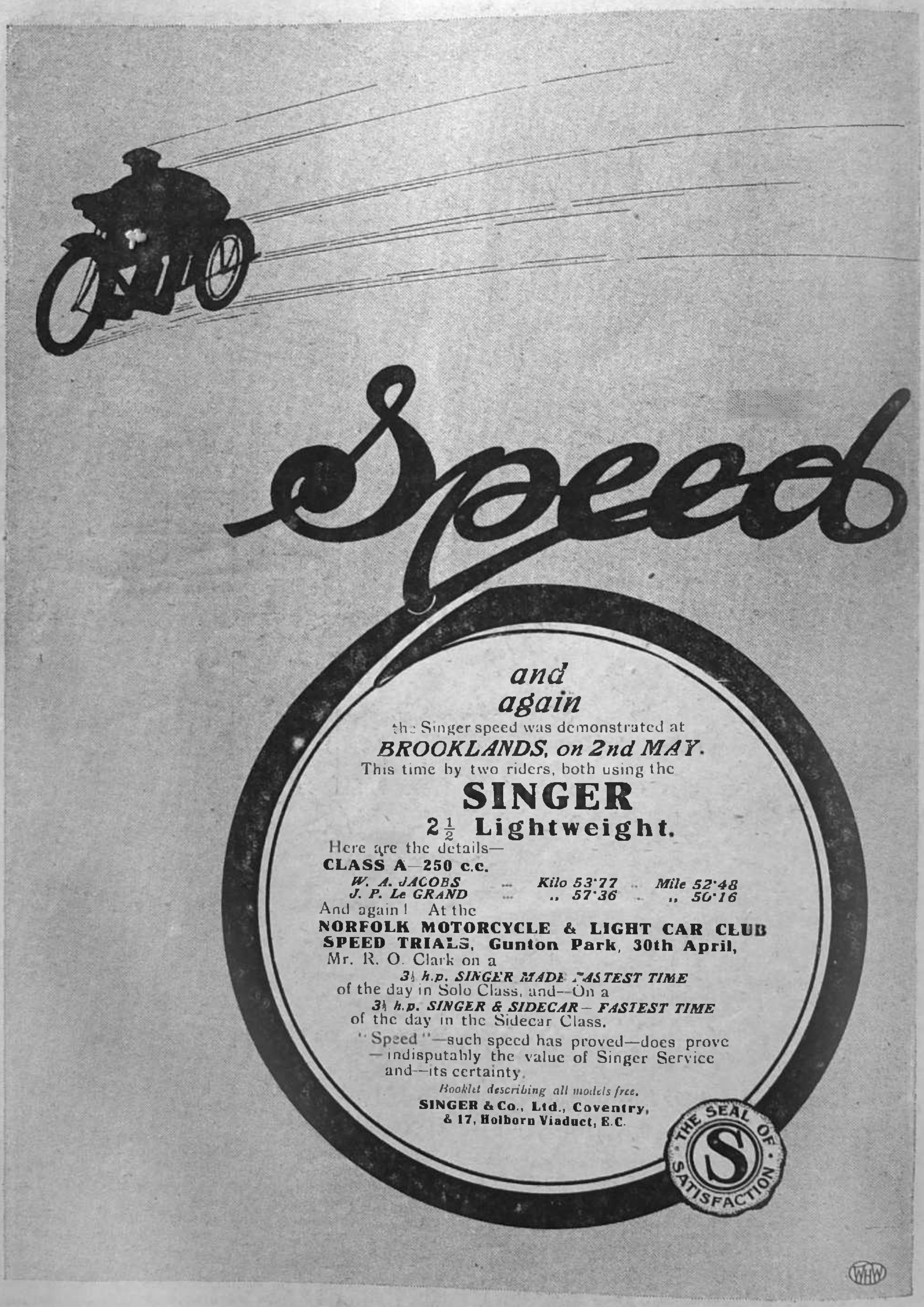




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it's a PREMIER

The Sidecar "3½." The success of the 1914 Season, both in competitions and in private use. :: Write for Catalogue and Literature.

The Premier Cycle Co., Ltd., Coventry,
and 20, Holborn Viaduct, London, E.C.


Speed
and
again
the Singer speed was demonstrated at
BROOKLANDS, on 2nd MAY.
This time by two riders, both using the
SINGER
2½ Lightweight.
Here are the details—
CLASS A—250 c.c.
W. A. JACOBS ... Kilo 53·77 .. Mile 52·48
J. P. Le GRAND ... ,, 57·36 .. ,, 50·16
And again! At the
NORFOLK MOTORCYCLE & LIGHT CAR CLUB
SPEED TRIALS, Gunton Park, 30th April,
Mr. R. O. Clark on a
3½ h.p. SINGER MADE FASTEST TIME
of the day in Solo Class, and—On a
3½ h.p. SINGER & SIDECAR — FASTEST TIME
of the day in the Sidecar Class.
"Speed"—such speed has proved—does prove
—indisputably the value of Singer Service
and—its certainty.
Booklet describing all models free.
SINGER & Co., Ltd., Coventry,
& 17, Holborn Viaduct, E.C.
THE SEAL OF
S
SATISFACTION



The thrills of the Tourist Trophy: two competitors jockeying for first place round the next bend whilst travelling at 70 miles an hour on a narrow, undulating lane. Much more skill is required on the Isle of Man course than on the broad highways of France or the saucer tracks of America. Indeed, it is probable that the great English T.T. race is the severest test that man and motor-bicycle can undergo.

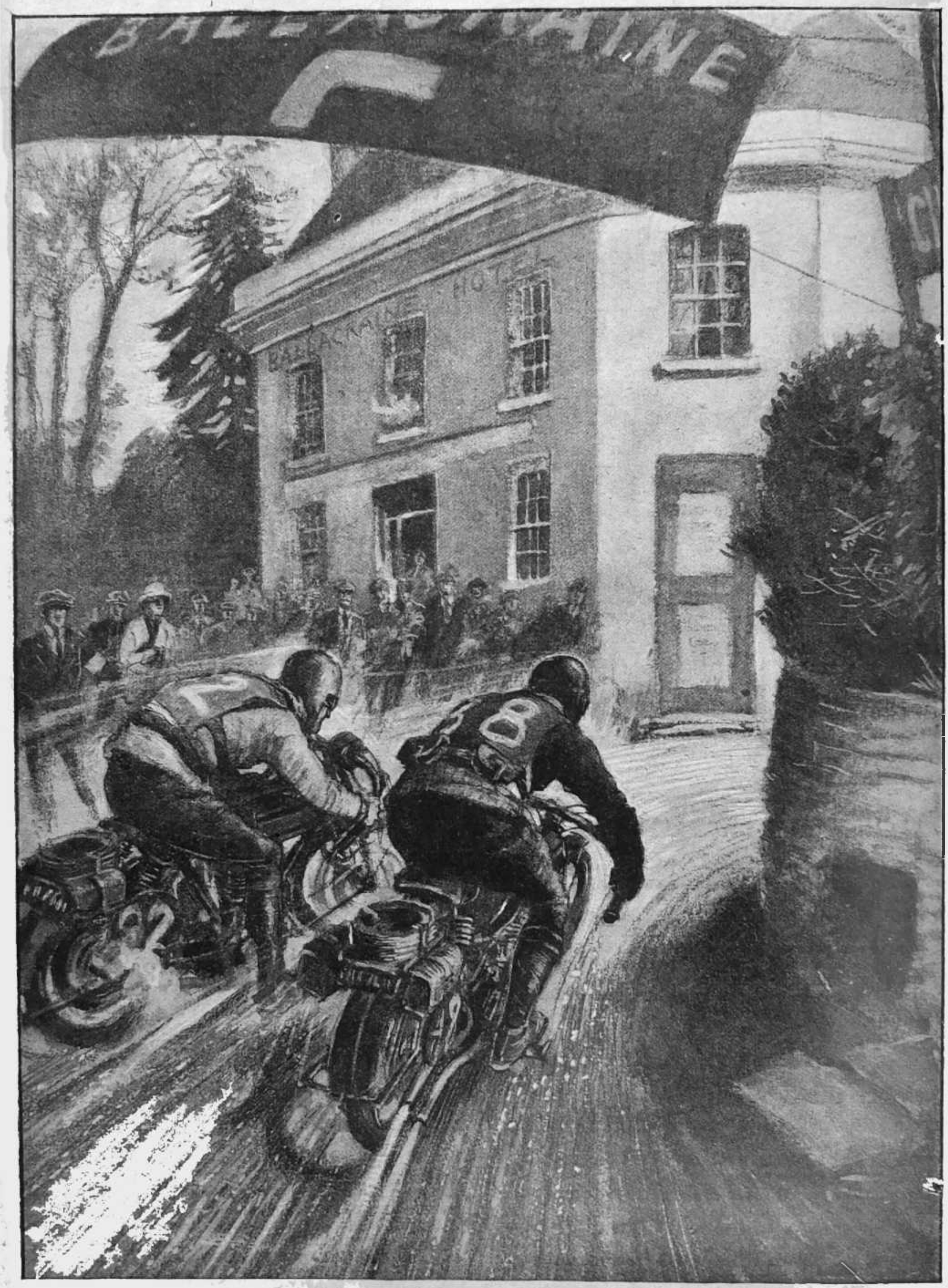
THE GREAT EVENT OF THE YEAR.

Why the Tourist Trophy Races Are the Most Sporting and Thrillingly Exciting Contests in the World.

The Tourist Trophy! What a wealth of sport those three words represent. When one steps on land at Douglas the speed fever runs rampant through one's veins.

As Liverpool is left, so are all thoughts of speed limits and reliability trials. One looks back with scorn at wearisome rides, watch in hand, over miles of uninteresting roads, at a paltry 20 m.p.h. All this is left behind, and at last we can taste the thrill of speeding all out without let or hindrance. Brooklands is tame to this. On the track, fast as one may travel, it always seems as if the speed is low. No hedges rush by, no corners have to be taken; all one has to do is to sit—or try to sit—on the saddle and let the machine do all the work.

An air of freeness and detachment is apparent everywhere on the island. Cares have been left behind, and all that we want is speed. The practising is often more exciting than the actual race. Let us take up our stand on Sulby Bridge. Low down over the road hang the two warning banners, and as this is one of the danger spots, a scarlet banner is draped



A Cue on Ballacraine Corner. This is one of the fastest corners of the T.T. course, and is the scene of some of the best and most sensational cornering of the race.

An Appeal to all Sportsmen during T.T. Week.

It goes without saying that all Riders of the

Indian

Motocycle are sportsmen.

If during this, the T.T. Week, you find that we are unable to render you our usual prompt attention, we appeal to your indulgence for a few days. Our Manager, and most of the heads of the various departments, will be taking advantage of the special trip to the Isle of Man organised by "Motor Cycling," to assist the Indian Team and witness the World's Classic Event of the year.

Hendee Manufacturing Co.,

"INDIAN HOUSE,"

366-368, Euston Road, London, N.W.

'Phone: Regent 4449. Telegrams: "Hendian, Eusroad, London."

Australasian Depot: ... ... 109, Russell Street, Melbourne.

11,000 Miles for 16/=!

Penmachno, near Bettws-y-Coed,
Carnarvon,
16th February, 1914.

Gentlemen,

Please forward per L. & N.W. Rly., passenger, one light motorcycle cover, 26 x 2¼ Beaded Edge.

I beg to state the present one has given me the highest possible satisfaction, having served me eighteen months of everyday riding, winter and summer, and has done the remarkable mileage of upwards of 11,000 miles without a single puncture. It was fitted on a Tourist Trophy Triumph.

Yours faithfully,
(Signed) R. Lloyd Jones.

This is an average example of the service rendered by

The Michelin "Light" Cover,



FOR

Lightweights, Sidecars and the Front Wheels

of Heavyweights.

It is waste of money to pay more than

The Michelin Prices:

26 x 1¾	12/6	26 x 2	14/9
24 x 2	14/9	26 x 2¼	16/-
26 x 2½	18/6		

Michelin Tyre Co., Ltd, 81, Fulham Road, LONDON, S.W.

KINDLY MENTION "MOTOR CYCLING" WHEN CORRESPONDING WITH ADVERTISERS.

The Great Event of the Year (con:d.).

over the bank that faces the approaching road. The surface has become very loose, owing to the constant passing of the machines.

With a feeling of tense excitement we eagerly await the first man. A roar, different to the Brooklands bark, as silencers have to be fitted, warns us of his approach.

He is an old hand, this rider, for he slows up well and gets round the bridge with ease. Next comes the leader of a team piloting two newcomers round their first lap. They have had strict instructions not to pass the leader. All has gone well for half the course, but approaching Sulby Bridge one passes the other. This is enough. All the time one of the men, an expert track rider, has felt that he ought not to be kept back, so, on being passed, he opens his throttle wide for the first time. His machine leaps forward.

Head on tank, the first warning banner is passed unregarded. The spectators are horrified, and still he flies on. At last he realizes that he is rushing to his death. Brakes are jammed on madly, the machine lunging from side to side. There is no thought of taking the turn, and so the machine plunges into the scarlet-banner-covered hedge, the rider being tossed back into the roadway bleeding and bruised.

A Nerve Shaking Spill.

There is no time for careful handling, for a thin, shrill scream announces the arrival of a Scott. The unfortunate driver is pulled out of the roadway by many willing hands, when he is attended to by the doctor in attendance. But our attention has already been claimed by the Scott. With nerves shaken somewhat by the recent spill, it seems to us that another accident is imminent. Almost on the corner the scream of the exhaust becomes even more shrill as the rider kicks in low gear. We hold our breath as the machine is heeled over more and more to take the bridge. He cannot surely get round—the wheels are within 4 ins. of the parapet, and the footrest is almost touching the ground. Still he leans over, and with a little skid both wheels are running in the angle that the parapet makes with the road—he is using the wall as a banking. No wonder he is 7 secs. faster round Sulby than the next best man.

Out on the mountain, however, down the long, winding slopes, past the dreaded Kepple Gate, the pace becomes terrific. Swaying and plunging over the road, the machines hurtle down one after another.

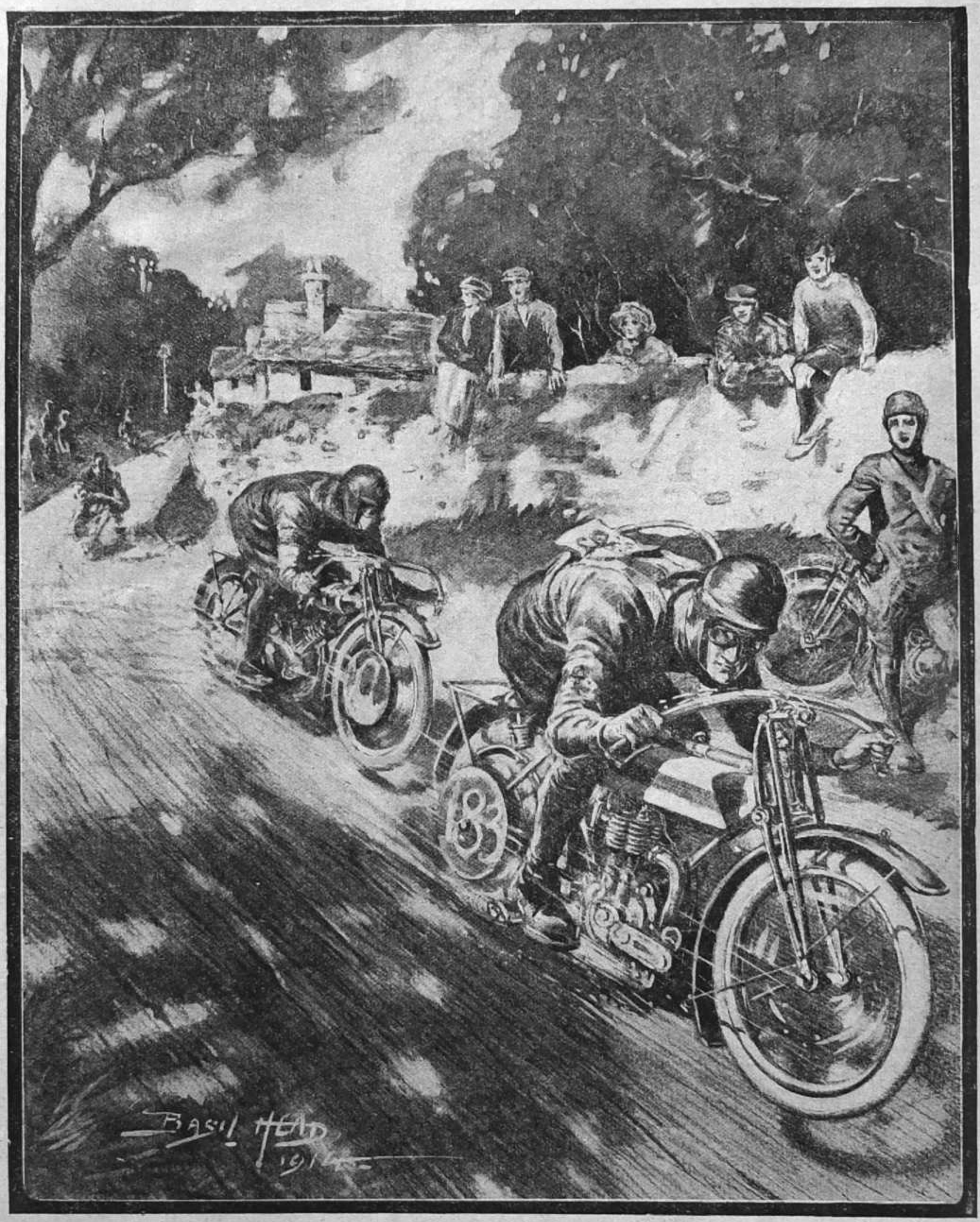
Into a Hawthorn Hedge.

Yet one sees intrepid drivers passing and repassing with death sitting, so to speak, on their handlebars. Many are the anxious thoughts that are given to tyres, for, if one goes, disaster is unavoidable. On one corner, at the finish of a particularly fast stretch of road, is situated a cottage with two or three steps leading to the road. Here one rider last year struck the steps and plunged into a hawthorn hedge. Branches 3 inches thick were snapped off like matches, whilst the machine was so wedged into the hedge that it had to be sawn out. By a miracle the driver survived.

At Ballig Bridge excitement is often intense. If by inadvertence the front wheel is turned when the machine is in the air, the driver has a horrifying fall. Last year two machines jumped the bridge almost abreast, when the hindermost turned his wheel in mid-air. The result was extraordinary, rider and machine being mixed up in an inextricable tangle. Part of the silencer of his machine was flung on to the roof of a near-by cottage (!)—nevertheless the driver was practically unhurt.



A HAPPY-LOOKING GROUP AT QUARTER BRIDGE.
Left to right: E. Frasetti, Noel Brown, O. C. Godfrey, Mrs. Derkum and Paul J. Derkum, the crack American rider.



A TYPICAL SCENE IN THE ISLE OF MAN.

We expect that in the opinion of the majority of our readers the thought of the Tourist Trophy Race conjures up a vision of a race over broad roads. The greater part of the T.T. course is, however, composed of comparatively narrow country lanes with innumerable corners and bends. The above drawing shows an excellent example of the kind of roads that are covered.

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Successes since Christmas:—

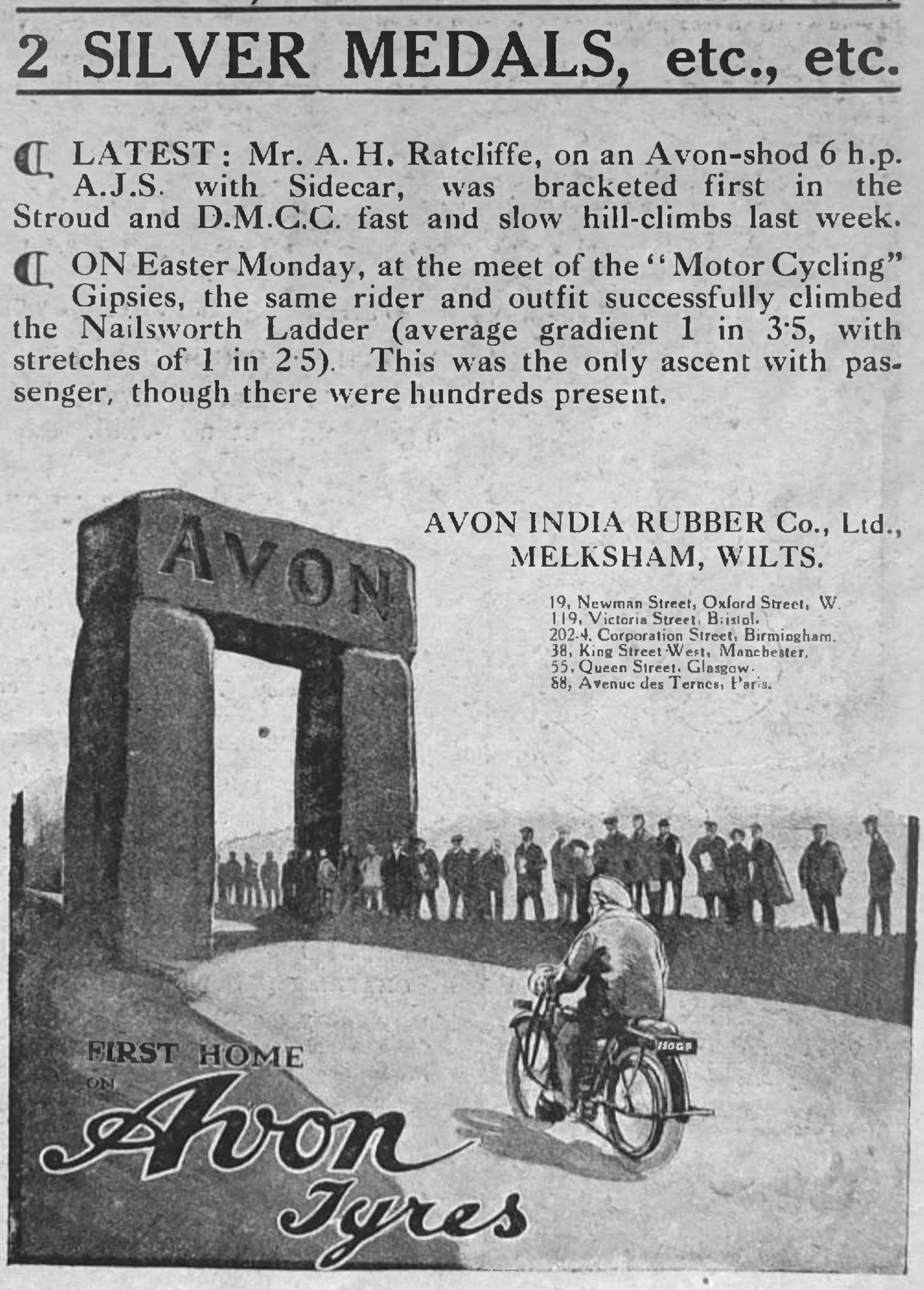
17 "FIRSTS," 2 SPECIALS,
6 CUPS, 16 GOLD MEDALS,
2 SILVER MEDALS, etc., etc.

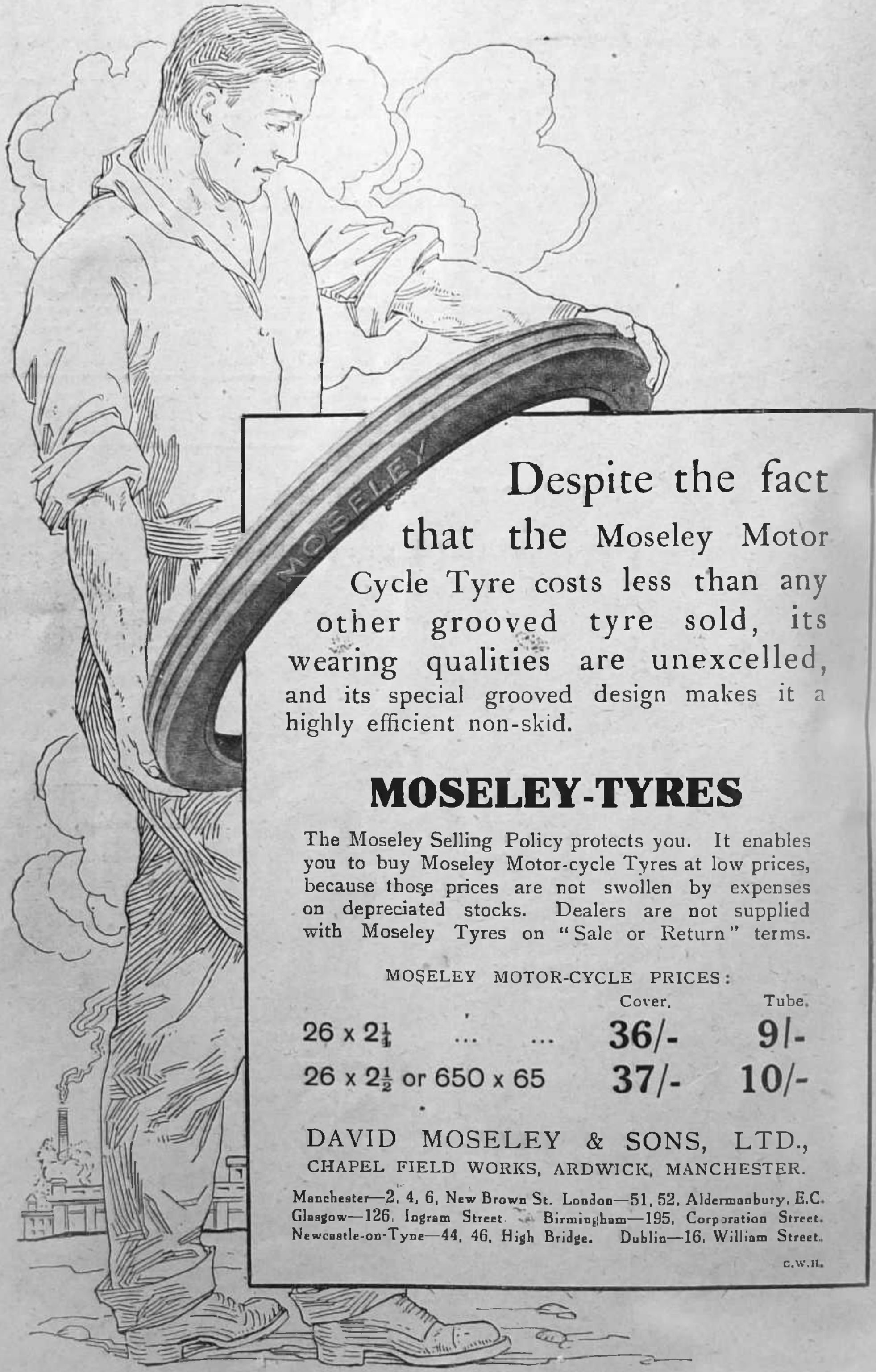
¶ LATEST: Mr. A. H. Ratcliffe, on an Avon-shod 6 h.p. A.J.S. with Sidecar, was bracketed first in the Stroud and D.M.C.C. fast and slow hill-climbs last week.

¶ ON Easter Monday, at the meet of the "Motor Cycling" Gipsies, the same rider and outfit successfully climbed the Nailsworth Ladder (average gradient 1 in 3·5, with stretches of 1 in 2·5). This was the only ascent with passenger, though there were hundreds present.

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Newcastle-on-Tyne—44, 46, High Bridge. Dublin—16, William Street.

C.W.H.

WHO'S WHO IN THE T.T.

Personalia of the Race—Old Stagers and Their History—Newcomers.



Mr. H. O. Wood.

THERE is probably no harder or more daring set of men than the clean-limbed, keen-eyed fellows who are riding in the T.T. Races this year. They know every nut of their machines, having lived on them for several weeks past, and are well able to grapple with sudden contingencies such as might occur in any big road race.

They possess, to a great extent, that resource and dash so useful in making up one's mind in a moment, cutting in or slowing down at critical places, and that wonderful judgment which every successful road racer must possess.

Some of them have been at the game for quite a long while, others are new to it; but everyone is a keen sportsman.



Mr. F. W. Applebee.

Experience Tells.

Amongst the old stagers are, of course, the brothers Collier, always to be reckoned with, and, though getting on in years, they can hold their own with any of the young brigade as regards speed and tuning up. Their experience in past races has stood them in good stead, and in a big road race it is experience that counts very heavily. You will not see these redoubtable brothers taking undue risks on corners. They will negotiate the bends as fast as safety permits; but they will not take any risk of putting their machines out of action by cornering too fast. The indomitable pair have been racing for something like 10 years, and only once have I seen one of them fall, and that was when C. R. Collier, riding a 10 h.p. twin at 80 m.p.h., crashed into little Smith, when the latter was riding a tiny Moto-Reve at Brooklands and wobbled slightly from his course, oblivious of the big twin about to mow him down.



Mr. A. Scott.



Mr. A. J. Sproston

Another veteran whose experience of road racing dates back to the same year as the Colliers' ride in the International Cup Race in Austria, is C. B. Franklin, a man of sinewy nerve and bone. Franklin is an Irishman, and a retiring one, too, though, as a motorcycle rider, he has probably won more trials than any other man. Originally an amateur, he recently entered the trade, and is now an agent for Indian machines near Dublin. One of his early mounts was an 8 h.p. J.A.P., with the cylinders set at 90 degrees, and fitted in a light loop-frame machine, the whole weight of which did not exceed 110 lb. Unfortunately, he had trouble with his engine in the International Cup Race, for which this machine was built, and had to retire.



Mr. W. B. Little.



Mr. Alan Hill.

Men who Deserve to Win.

If any man deserves to win the T.T. Race it should be Franklin, as he has always been very near it, but, so far, has never yet quite got through. Naturally, one expects the young men to have rather more dash, and, perhaps, to be more reckless than the old stagers, and one of the most brilliant of the younger school is Rover Newsome, known to his friends as "Bush." A Yorkshireman by descent, he joined the Rover Co. when they recommenced the manufacture of motorbicycles. He at once asserted himself as a skilful tuner and rider, and since then he has been at the head of the Rover testing and competition department. He has won numerous events on his own special little racing machine, and has done some extraordinarily fine single-geared work.

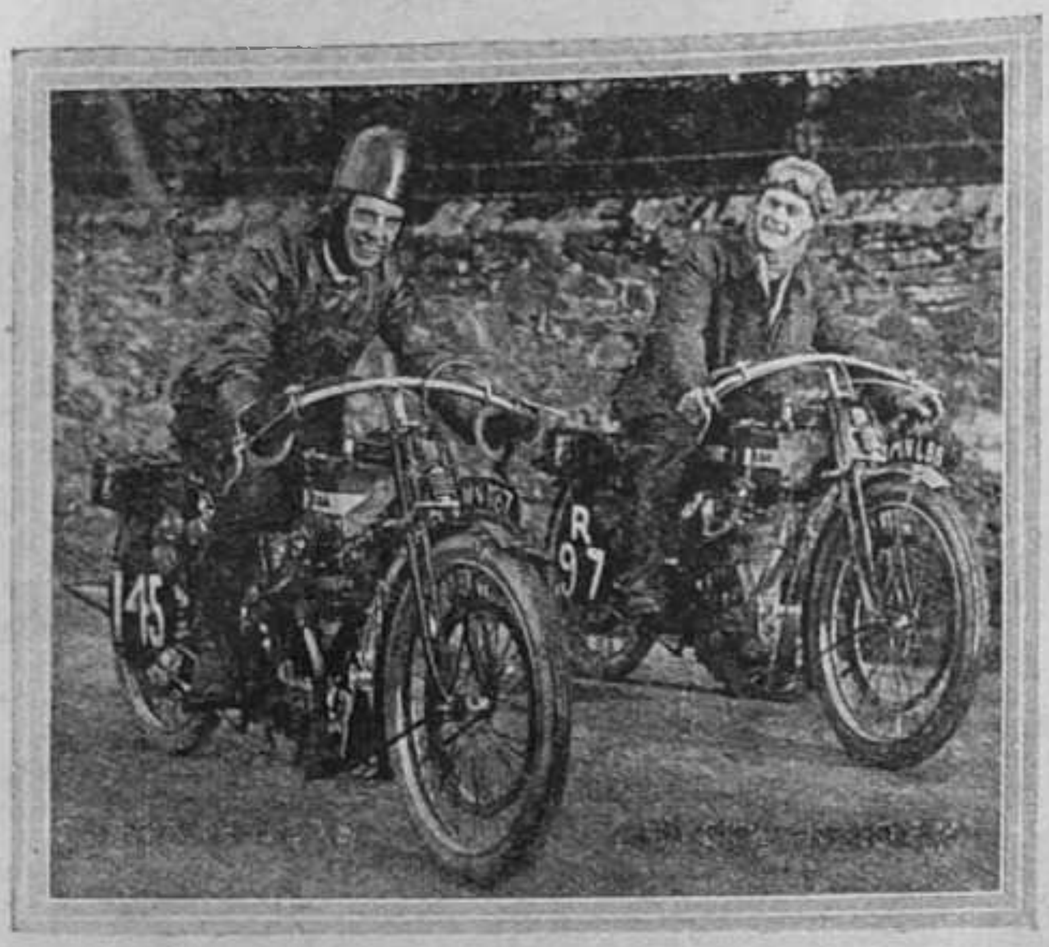
Another well-known rider is Willy Creyton, who has ridden in past T.T. Races for the Triumph Co., and is figuring this year on an Abingdon. Creyton was born and bred in Peel, a little fishing town on the other side of the Isle of Man, and one that was much patronized by the Triumph riders in the old T.T. Races when the small course was used. Creyton,



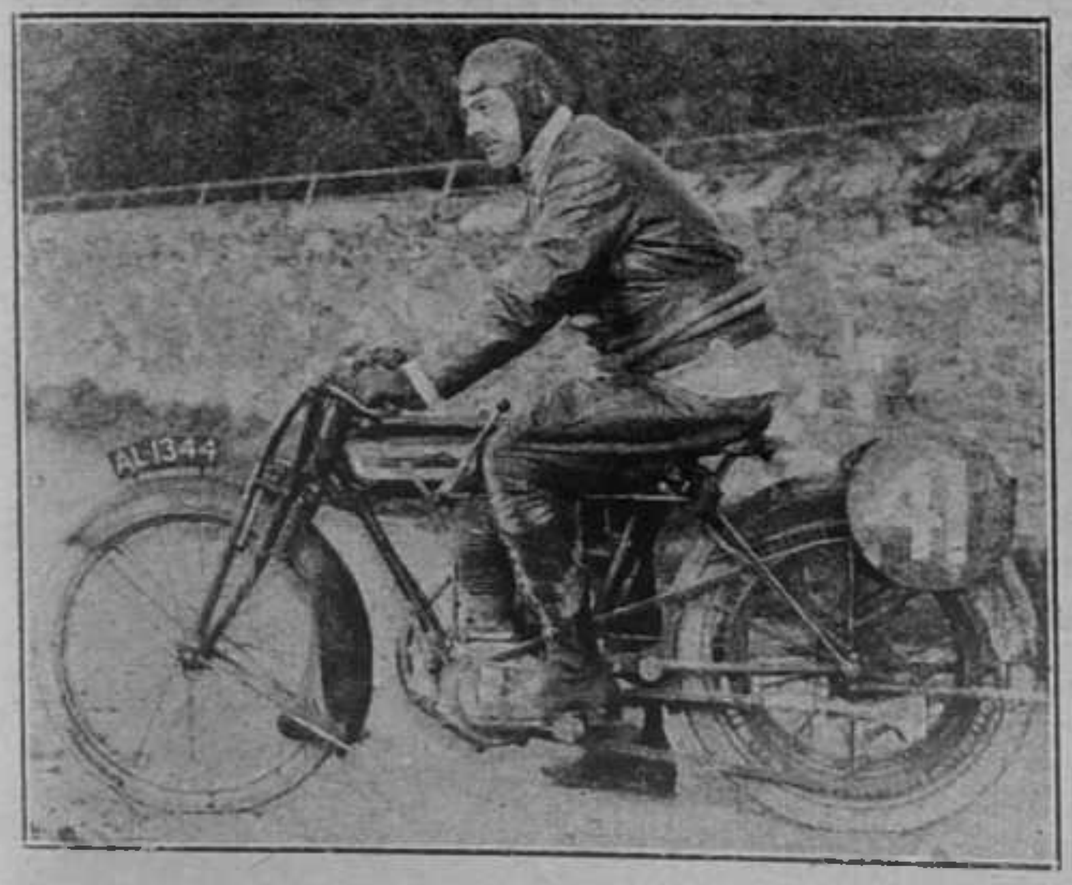
Mr. C. B. Franklin.



Mr. Hugh Mason.







(Top) Messrs. F. Shakespeare and F. A. Maycott, a happy B.S.A. couple. (Centre) Mr. W. Jones, of the North Wales Motor Exchange, and his A.J.S. (Bottom) An eye on the team prize. One of the Rover men.

Quentin Smith and Douglas Brown, two other Manxmen, have now ridden for some years, and a win by any one of them would be very popular in the little island.

Where Scotts are Tuned.

F. A. Applebee, the Scott rider, has not been out much recently, but we encountered him last week up at the Scott works helping Mr. Scott to put the finishing touches on the new racers. Mr. A. Scott, the talented designer of his wonderful two-stroke machine, was in his shirt sleeves, filing out the ports of an experimental cylinder, the while Frank Phillip and F. Applebee looked on and made suggestions. Outside the works there was standing the brother of Tim Wood, last year's winner, who was tuning up another machine on the little cement and cinder track that encircles the Scott works. The daring rider ran very high up on the banking, crashed down again, and shot off across the grass in the centre, bumping about in a way which, one would think, would smash up any frame. But he pulled up smiling, with his engine running perfectly, a few minutes later, and seeming none the worse for its treatment.

The man who is ready first with his machine, and whose preparations and organization are most advanced has always to be reckoned with, and in the Junior race this year this man is Hugh Mason, who will again ride an N.U.T. Indeed, he has been working for many months past on his machine. At show time we met him, and heard then that his engine was ready for the T.T. race. We should not be surprised were he to prove victorious again, and if he does, it will be a popular win, for all remember his pluck last year, when he was certainly the hero of the race.

Two Plucky Riders.

A. J. Sproston, the man who rode five laps a few years ago on a 5-6 h.p. Rex with his broken ankle hobbing on the ground, will probably share the distinction in future with Hugh Mason of putting up the pluckiest performance ever achieved in the island. This year Sproston is riding a 3½ h.p. Zenith.

Writing of plucky performances and broken bones reminds me that Mr. Alan Hill is figuring this year on a 2¾ h.p. Enfield. It will be remembered that this well-known competition expert suffers from a game leg and uses a stick, which he fastens on to his machine or places in the sidecar when he goes out on reliability trials. As regards his skill, anyone who saw him make fastest time on Aston Hill last year will acknowledge that he has the requisite dash and judgment for speed work.

The good wishes of all North-countrymen will follow W. B. Little, who is riding a 3½ h.p. Premier. Little has been prominently associated with North-country motorcyclists for years past, and his work has been most valuable. He was selected last year as a member of the international team for the Six Days Trial, and had a good deal to do with the selection of the course, including, of course, the famous watersplashes where, to the amusement of his friends, he ignominiously conked out though he had successfully negotiated them many times in practice.

Assistance at Liverpool.

During the period of the T.T. races and the practising, the Liverpool Colmore Depot are giving all motorists as much assistance as possible, and are willing to meet any of them at the landing stage, and give them help in detaching sidecars, emptying tanks, etc. They are also arranging to meet the returning boats, after the races, Friday evening, and in the early hours of Saturday morning. In these cases, they will give any motorcyclist enough petrol to take him to the stations or to their depot at 31, Renshaw Street. Such assistance should be appreciated.

Devouring the Hills!

Manchester M.C.C. Hill Climb.

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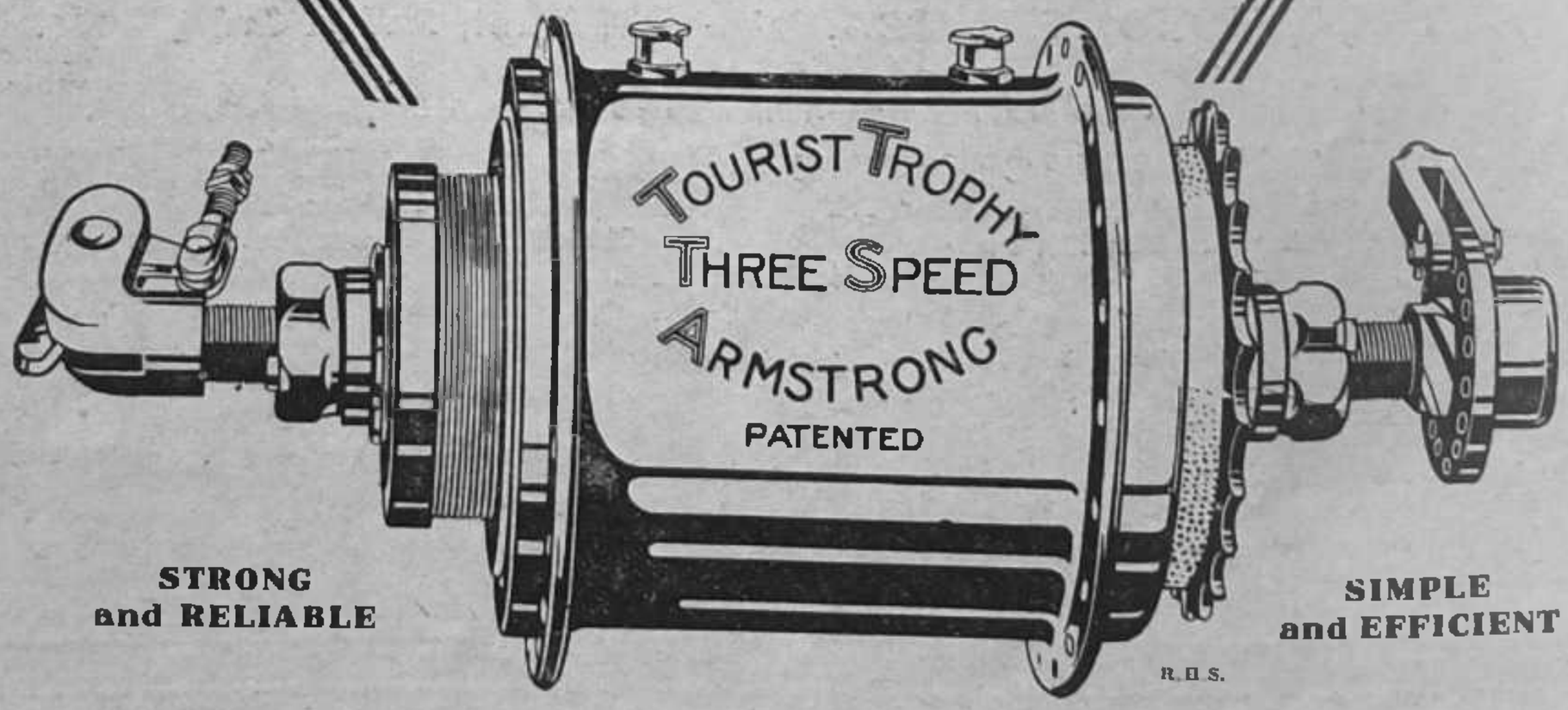
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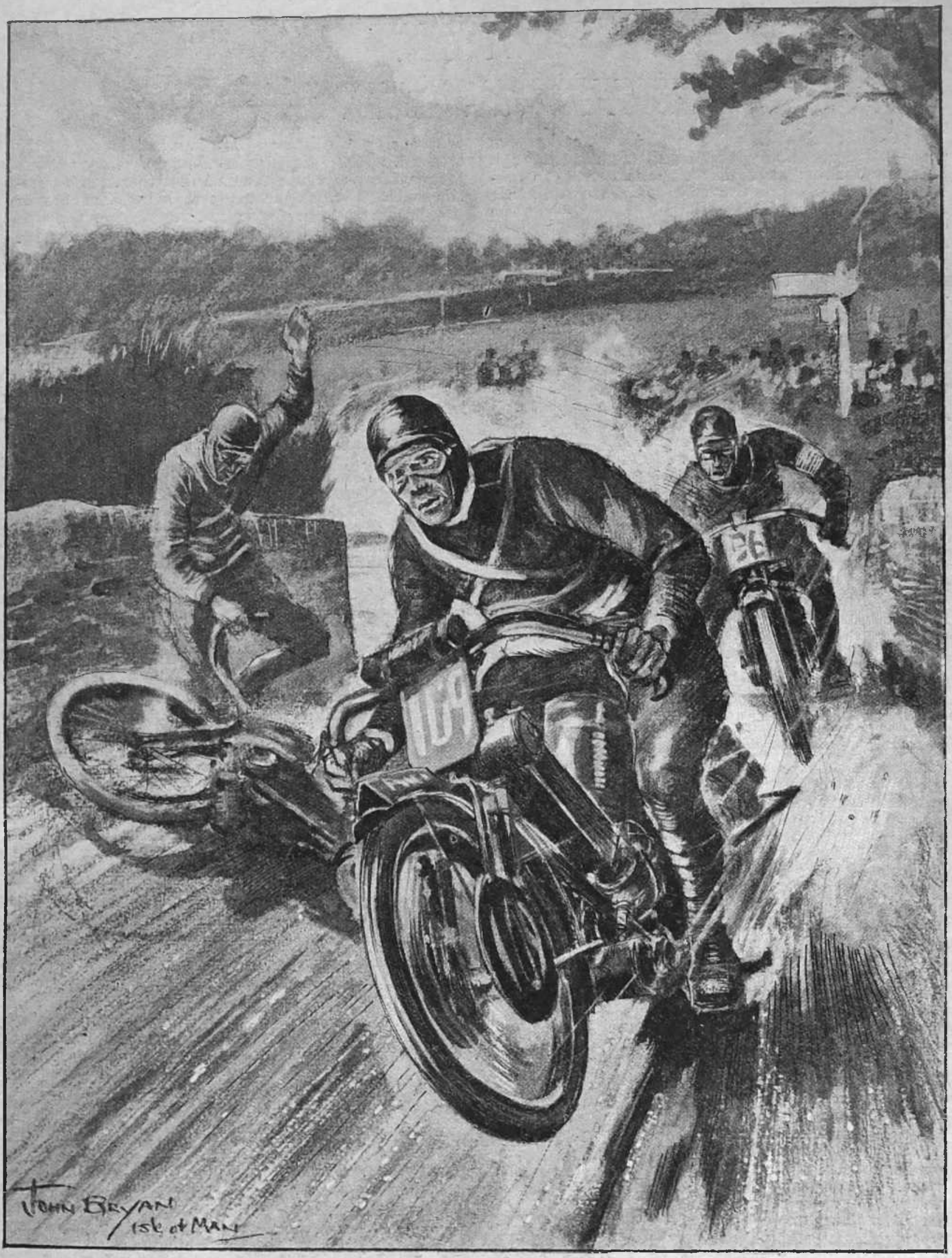


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R.H.S.

B16



Sulby Bridge, a spill on which our artist depicts, is one of the danger spots of the course. As will be noticed, a sharp right-hand bend has to be taken after a very fast approach. When a rider falls, unless he is thrown to the right of the bridge, disaster is certain to oncoming riders.

B17



HOW T.T. MACHINES ARE TUNED.



An Article from which the Beginner May Learn Some Hints Worth Knowing.

Weeks of anxious thought, careful work and severe road testing are the preliminaries to be gone through before a machine, tuned up to the last rev., can present itself at the tape if even a fair place is all that is desired. So strenuous is the T.T. race, so keen the competition, that no manufacturer can afford to allow any but well-tried machines perfect in every part, adjusted to a hair's breadth to compete.

To take a typical example. The design of the engine is settled on by consultations between the competition department and the drawing office. Probably special valves are specified, the radius under the head of the inlet shall be very large; this helps the flow of the gas or, rather, impedes it less than the more usual form. The piston is to be drilled, chiefly to ensure good lubrication, as excessive lightness of reciprocating parts, however useful in purely speed work, does not find much favour among T.T. riders. A skeleton piston that breaks is less useful than a heavyweight which at least allows the rider to finish the course. The number and position of piston rings also have to be settled. As a general rule not more than two are used. Valve ports are filed out to the utmost extent, the inside being left as smooth as emery cloth will make them to reduce skin friction of the gases. The parts are then assembled in the shops, great care being taken in this. Should any part show signs of fitting badly it is immediately changed. When built up the engine is subjected to a long bench test.

Lubrication is copious during this, and the result is that the pistons and bearings all bed down well; that is to say, the infinitesimal bumps and ridges left by even the most accurate cylinder-grinding machine are worn off. At the same time, the hard skin which forms on cast-iron when subjected to pressure and friction has time to grow The bench test also allows measurements of the horse-power to be made, though this horse-power is not really considered of as much value as good speed and pick-up on the road.

The engine is then built into the frame, and the completed machine handed over to the tender mercies of the special riders to be properly run in and to be tuned up.

These daring yet skilled motorcyclists have to drive the machines perhaps a thousand miles or so, altering and adjusting the magneto, valve timing and carburetter, as well as finding out the weak points, such as nuts that work loose or breakages that occur under severe strains. A quiet stretch of level road is chosen, and on fine mornings one may see several of these experts speeding along, one eye on the speedometer hand, endeavouring to get that last mile an hour out of the machine. Then back to the starting point, a slight alteration is made, perhaps a jet one or two thousandths of an inch larger is substituted, and the machine tried again. Only one adjustment is made at a time, so that there is no question as to whether the magneto being advanced or the jet made larger gave that extra 1 m.p.h. So it goes on. Little adjustments in the aggregate make a perfectly tuned machine.

The valve springs perhaps are changed; a strong spring makes the valve return quickly. When it is considered that the spring has to check the valve and tappet rod and bring it back within about 1-200th of a second, it will be seen that the exact tension will make a lot of difference. A sluggishly closing valve means the gas is blown back on the turn of the piston, while too powerful a spring may lead to the valve head breaking off.

Then the frame also comes in for consideration. It is tested for strength and rigidity by driving the machine all out over bad roads. The frame is then taken down and measured up on the surface table by means of a scribing block. Any slight distortion or "set" is then discovered, and, if necessary, a new frame of stronger design may be made.

Speed on corners, always such an important point in this particular race, does not depend solely on a low centre of gravity. Easy steering plays an important part, and tests are made with all the machines to see at how high a speed a bad corner can be taken. This also acts as a good training ground for the riders, who thus gain confidence. The non-slipping and speed properties of various tyres are at the same time discovered, a tyre which tends to roll or side-slip on corners being a great danger to the rider.

The final adjustments are usually left to the actual riders when on the T.T. course. This is necessary for many reasons. For one thing the atmosphere will probably be different, and this affects carburation, while the best gear ratio can only be found by actual practice on the course. Finally shortly before the race the cylinder is taken off, all carbon most carefully removed, the inside of the cylinder and the piston head polished with emery cloth, the crankcase washed out with paraffin, and all nuts tried with a spanner. The cylinder is then put back, the crankcase replenished with the rider's favourite brand of oil, and perhaps a lap or two is taken at speed to make certain all is as it should be, and also for the rider to learn how the difficult corners should be negotiated.

Then when the fateful day arrives the rider will at least feel that he has under him a machine on which he and others have spent weeks of care and trouble, and if the Fates give him the prize, well and good; if not, at least he has the satisfaction of having tried his best.

G.L.C.



Mr. C. T. Newsome, with his T.T. Rover, on the course.



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Third day ...	ANCONA TO UDINE (481 kilometres). Twenty-one riders finished on ... ... First, Rudge; second, Rudge; third, Ariel.	DUNLOPS
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FINAL RESULTS:—Oreste Malvisi (Ariel), Acerboni (Frera), and Forti (Borgo).

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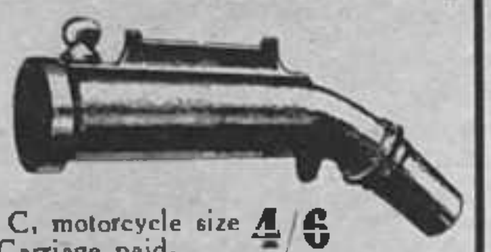
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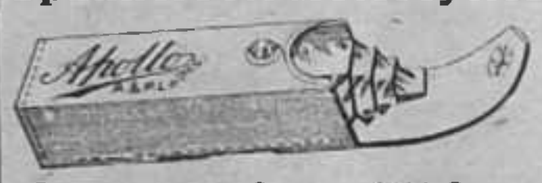
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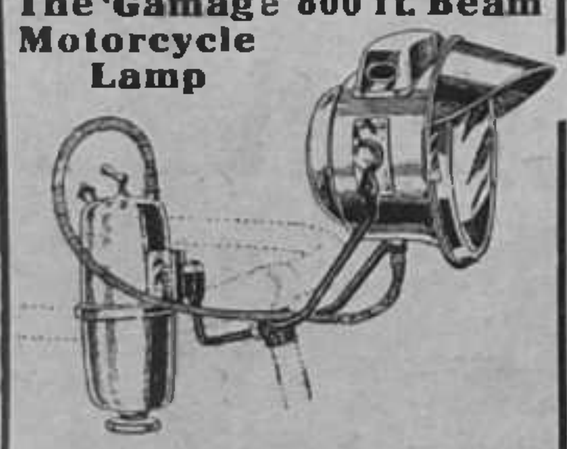
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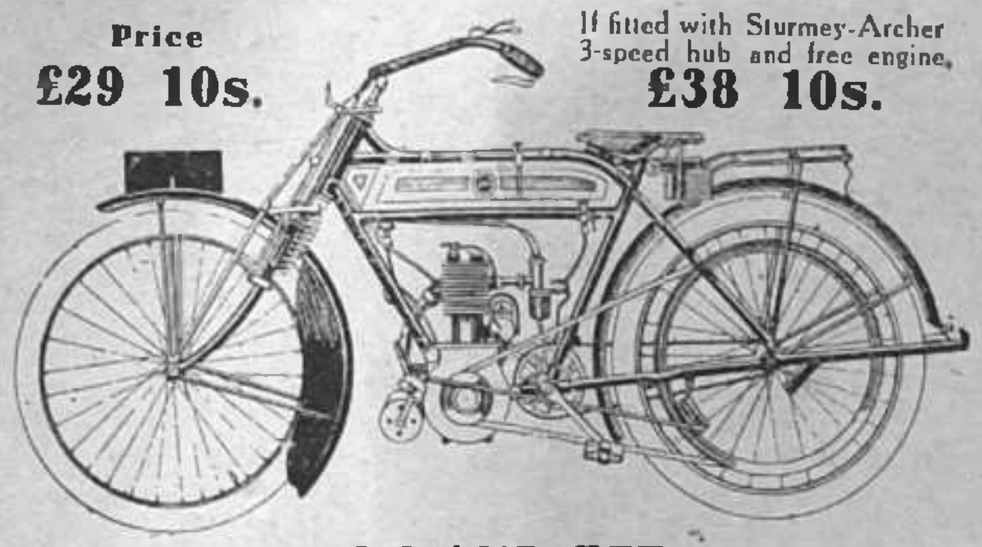


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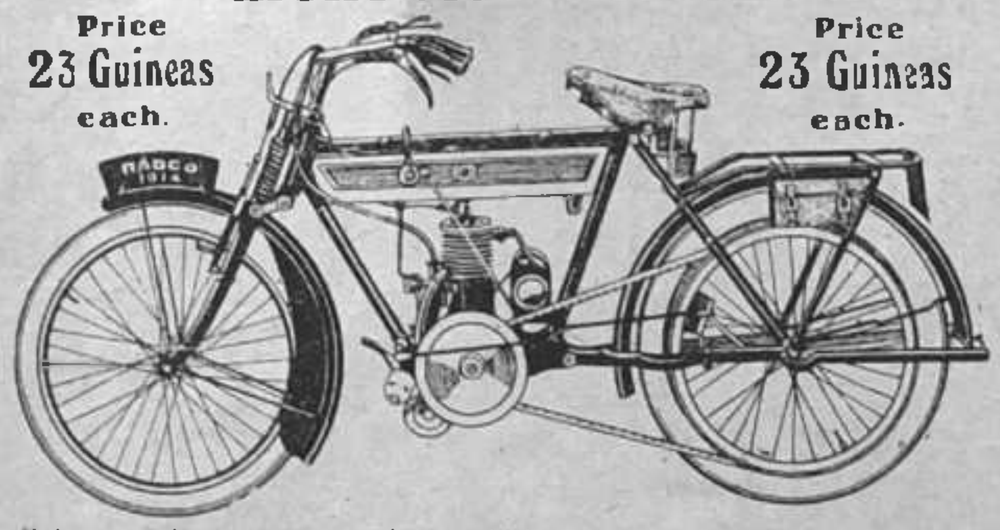


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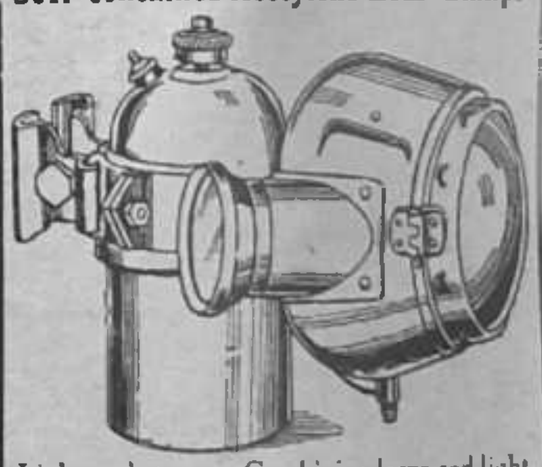
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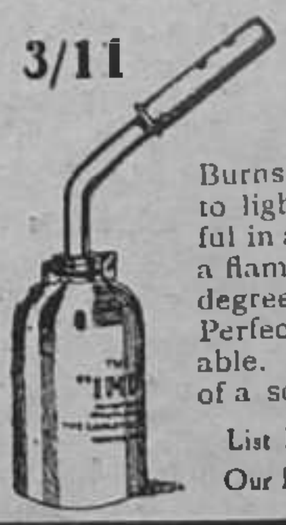


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THE OUTBREAK OF THE T.T. FEVER IN THE ISLE OF MAN.

B21

AMERICA'S FOREMOST ROAD RACER.

What Paul Derkum Thinks of the Tourist Trophy.

RUNNING into Ramsey one morning last week during practising, we came across the American champion road racer, Paul Derkum, stranded by the roadside. An inquiry as to the cause of the trouble elicited the fact that the smart red Indian had run short of oil. As another motorcyclist had undertaken to obtain the necessary lubrication, we thought it would be a favourable opportunity to ask Derkum what he thought of the course. Paul Derkum is of middle height, and is possessed of an ever-ready smile, his speech tinged with but a slight American accent, and he struck us as being quite a different proposition to the average "I guess and calculate" Yankee.

"Well, Mr. Derkum," we asked, "what do you think of the course?"

"Well, I guess I have not had much time as yet to form an opinion, but it certainly strikes me as being easier than I thought it would be."

"I suppose that it is somewhat different to the road racing that you are used to in America?"

"Well, yes, it is certainly. Take, for instance, our Phœnix cross-country race that I was fortunate enough to win. In that we had to travel over desert and through sage bush and through sand so deep that it was necessary to have footboards that folded upwards. In some places we were nearly 50 miles from anywhere, so to speak, and it would not do to think of what would happen if a gale took place, and through this sand I had to travel for mile after mile on low gear. In some places we were able to make use of the railway, riding between the rails, and it was here that some time could be put up."

"How do you think such machines as are being ridden in this race would have shown up?" we asked.

Derkum let his face slip into his expansive smile. "Well," said he, "I guess most of these machines would stand as much chance as a dewdrop in Hades. You want all the capacity you can get for a race like the Phœnix stunt."

"After being used to machines of 7 h.p., how does the little 3½ seem to you?" we inquired.

"To tell you the truth, I guess I have not bedded down to it yet," said Derkum. "They're fine little mounts, and have oceans of power, but I rather miss the pull of my twin."

"How do you find the greasy roads?"

"Ah! There you have me happy, every time. I have been brought up on a foot of sand and two feet of grease, so I hope it is up to the hub deep on the day of the race."

"But surely," we said, pointing to a particularly vile patch in front of us, "you would not take that all out?"

"Sure, every time," replied Derkum. "The faster you go at it the less chance you have of coming off. A road is like a horse: if it thinks you are frightened of it, it will get up and hit you; but if you give it beans it will look up to you."

"What do you think of the chances of the small machines in America?"

"They're sure going to make good. Out in the country the 7-9 is the goods; but in the cities the smaller machines, such as that little bus that that merchant is on who is prospecting for oil for me"—(it was a two-stroke Clyno)—"would sell fine."

At this point the Clyno rider returned without being able to obtain any oil, so, without more ado, we lifted up the little machine and transferred the oil from one machine to another.

"That's sure sporting of you, and thank you very much," was Derkum's parting remark as he accelerated over the greasy stretch of road like a streak of light. Good luck to you, Paul Derkum, and may your smile never come off!



The Indian smile. Americans are saying "Watch Derkum!" He is one of America's champion road racers, and is expected to do well in the Senior Tourist Trophy Race.

The latest club to be formed for motorcyclists is the Continental Touring Society. It is proposed to have fortnightly departures from London and tours extending for one week. A motorcyclist who has a thorough knowledge of the district to be traversed will accompany each party, so that no difficulties will be experienced by tourists who do not speak the language of the country. The entrance fee to the club is 10s. 6d. per member, and this should be sent to the secretary, Mr. J. H. Coudret, 36, Wellington Road, Bearwood, Birmingham.

Reg. Holloway, the well-known competition expert, and John Gibson, of Rudge fame, whom readers will remember as one of Brooklands' earliest racing speedmen, are opening large showrooms and garages at 23 and 24, Torwood Street, Torquay, for light cars, cyclecars and motorcycles. This concern is to be conducted on most up-to-date lines, and will be open day and night. We understand that Messrs. Gibson and Holloway will represent all the leading makes, and are laying down a fine plant for quick repairs in connection with all light motoring.

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Mr. E. A. Colliver
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Coventry-Warwick Trial.
Mr. E. A. Colliver again
GAINS GOLD MEDAL.

Matchless Cup Trials.
Mr. R. C. Boxer makes a
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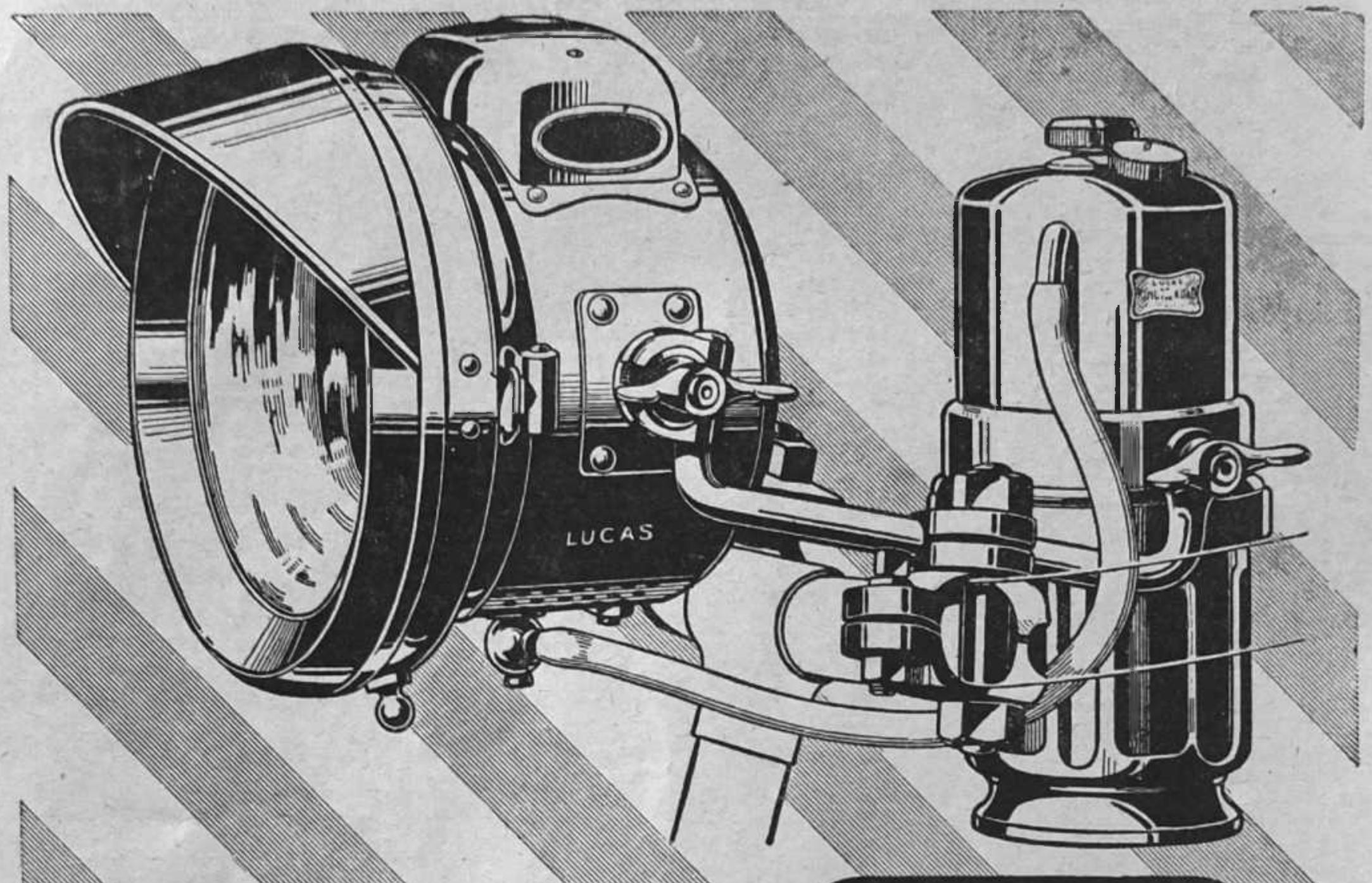
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Club News (contd.).

The Malvern and District Motor Cycling Club is now on a very good footing. Mr. J. H. Marsden, of Malvern Link Nurseries, Malvern Link, will be pleased to hear from prospective members.

The Cambridge University A.C. are holding a hill-climb, which is open to members only, on Wednesday, 20th May. The hon. sec. is Mr. M. G. W. Burton, Malpas Lodge, Thompson's Lane, Cambridge.

In future all events organized by the Bolton and District Motor Club will be posted on a notice board at the Shakespeare Hotel. This club now boasts 70 members, and the hon. sec. is Mr. J. E. Whittaker, 213, St. George's Road, Bolton.

An attractive programme for their members has been prepared by the committee of the Wimbledon Motor Cycle Club, full particulars of which may be obtained from Mr. R. C. Martin, 7, King's Road, Wimbledon.

Follow-my-Leader Run.

The Finsbury Park Cycling and Motor Cycling Club held a very enjoyable social event recently on follow-my-leader lines. Riders had to keep 100 yds. or more behind the leader and each carried a sealed envelope of route and destination to be opened only in case of his becoming lost. Only two were able to follow the leaders with envelopes unopened, but the rest reached the finish after reading directions, and all voted the run a great success.

Kingston-on-Thames M.C.C.

A successful reliability trial was recently held over a 100 miles cross-country course, the result being: 1, R. F. Rowbotham, winner of Messrs. Christmas's cup; 2, H. V. Sier; 3, F. W. Browne.

Speed Judging in the North.

The Barton and District M.C.C. held a speed-judging trial on non-stop lines recently. No watches or speedometers were allowed, and three secret checks were included. The result was as follows:—1, W. Rhodes (Douglas); 2, F. Hopper, Junr. (Torpedo); 3, A. Worsdale (Worsdale).

New Club in Merthyr Tydfil.

The Troedyrhiw and District Motor Club is now going strong, and has already held two successful events and become affiliated to the A.-C.U. Any motorcyclists wishing to join should apply to the Secretary, C. L. Wills, 3, Victoria Street, Merthyr Tydfil.

Kettering Speed Test Results.

350 c.c. Class.—1, F. Hawthorn (2¾ h.p. Douglas); 2, J. Orchard (2¾ h.p. Douglas).

500 c.c. Class.—1, A. J. Bosworth (3½ h.p. Rudge); 2, J. B. Mobbs (3½ h.p. Triumph); 3, J. Franke (3½ h.p. Rudge).

Open Solo Class.—1, A. J. Bosworth (3½ h.p. Rudge); 2, M. H. Seddon (3½ h.p. Triumph); 3, J. Franke (3½ h.p. Rudge).

Open Sidecar Class.—1, J. H. Gotch (3½ h.p. Premier s.c.); 2, G. Poulton (8 h.p. Zenith); 3, J. Holsworth (3½ h.p. Premier).

Trial on Brooklands.

A one hour high-speed trial on Brooklands track, including a petrol consumption test, slow and fast ascents of the test hill, with acceleration and brake tests, should prove a most interesting event, and one worthy of general support. Such a trial is being run by the North West London Motor Cycling Club on 6th June.

Speed Trials in Yorkshire.

North-country speed merchants should enter for the Doncaster and District A.-C.'s speed trials on 6th June. The Doncaster Corporation has granted the use of a track, which, according to Messrs. Loughborough and Greenhill, is second to none in the country. Entries should be sent to Mr. C. Barnsdale, 45, Nether Hall Road, Doncaster.

Douglases Do Well.

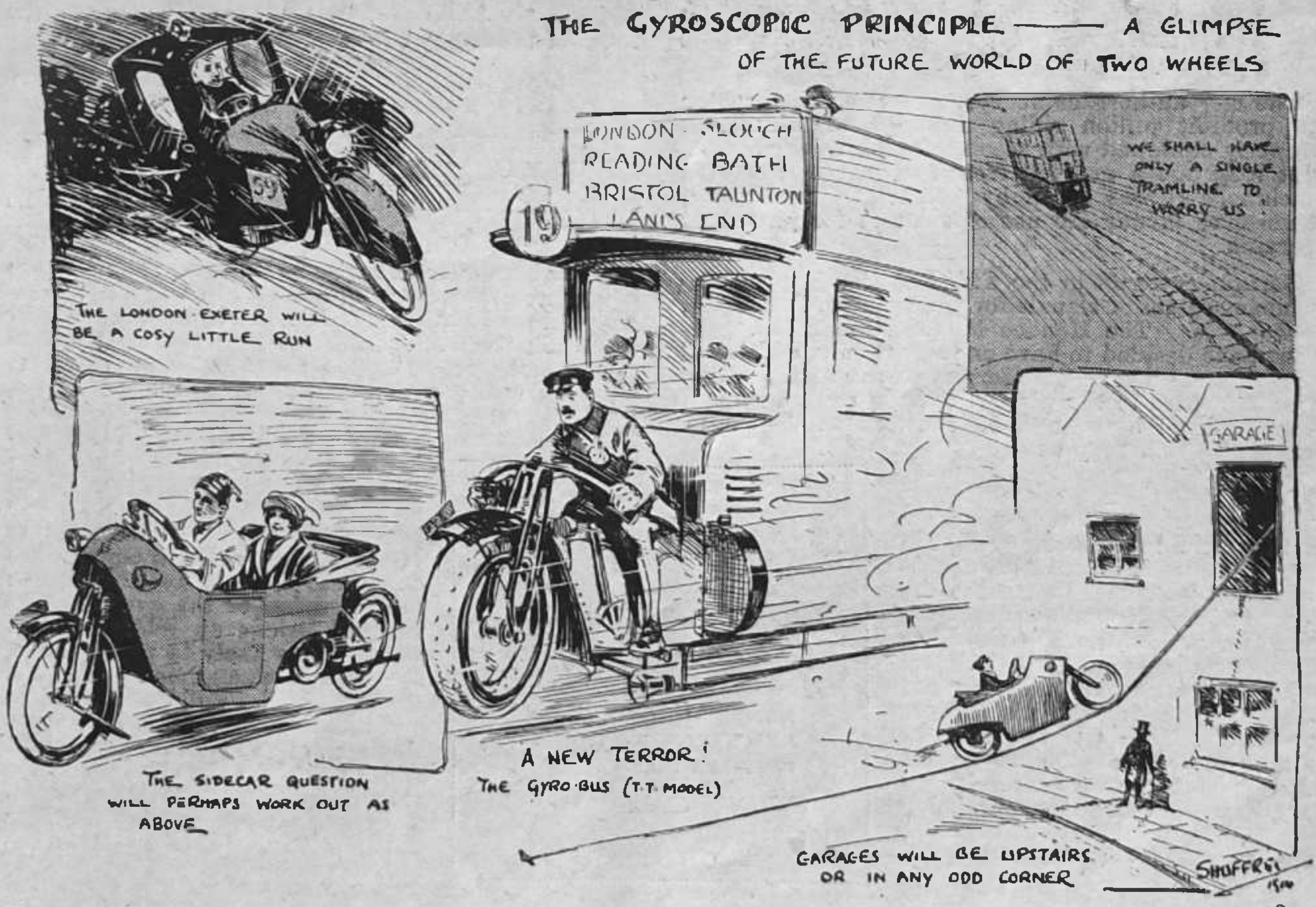
A hill-climb was held at Bland Hill, Binbrook, by the Grimsby and District C.C. and L.C. Club on Saturday, 2nd May. The following were the results:—

350 c.c. Class.—Mrs. Jennison (2¾ h.p. Douglas), figure of merit 929; C. H. Jennison (2¾ h.p. Douglas), 940; R. Oldham (2 h.p. Campion), 1410.

600 c.c. Class.—C. H. Jennison (2¾ h.p. Douglas), 906; H. Jennison (4 h.p. Bradbury), 1033; Bellamy (3½ h.p. Triumph), 1550.

1000 c.c. Class.—Lambert (4-5 h.p. Zenith), 1044; Townsend (5-6 h.p. Zenith), 1260; Sleight (2½ h.p. A.J.S.).

Sidecar Class.—Ross (6 h.p. Campion), 931; Townsend (5-6 h.p. Zenith), 1048; Hildred (6 h.p. New Hudson), 1115.



NEWS OF THE WEEK.

T.T. Notes—The Black List.

The MOTOR CYCLING special train for the Isle of Man promises to be the success of the season.

It was originally intended to run one train, but we have had to charter two.

At the time of going to press 200 motorcyclists are going from London and 250 from the Midlands.

We hear that Maffeis, the Italian champion motorcyclist, has met with an unfortunate accident whilst racing in Italy.

Mrs. Hardee is forming a party for the MOTOR CYCLING T.T. Express. Lady riders desirous of joining should write to her at 11, Egerton Road, Greenwich, S.E.

We are able to announce that another Single Gear Trial will be organized in the near future. Those who entered for the last trial of this description remain members of the club for this year also.

Mr. R. M. Brice, who will be remembered as one of the most famous hill-climbing experts of a few years ago, has now severed his connection with Messrs. Brown Bros., and joined the Hendee Manufacturing Co.

The A.-C.U. would be glad to receive the names of twelve motorcyclists, Territorials or others, with previous military experience preferred, to attend military staff exercises in the neighbourhood of Winchester on 10th, 11th, and 12th June. Expenses will be paid at the usual rate of 8s. per day.

The city authorities of Toronto, Canada, threaten to prohibit pillion riding unless a motorcycle is properly equipped with second saddle, footrests, etc. Not long ago a girl fell from the rear carrier of a machine and was killed by a tramcar. The riders themselves favour the use of sidecars for passenger carrying.

Certain entrants in the T.T. Race have a very ingenious system of signals for their riders, i.e., faster, slower, etc. The Hendee Manufacturing Co., however, have decided to have one signal only, which will be a sign reading:—"Victory means the Trophy and over £100 cash to the winner, so keep right on going. Keep a level head, and be cautious at dangerous corners." Will they win?

Our American contemporary "Motorcycling," is very near the mark when, in discussing English competitions, it says, quite unconsciously: "Competition rules are very strict. No allowances are made for accidents. If a rider has a puncture he is out of it. Unless he is a trade man and can get another wheel quickly, it's all over for him." Yes, but even when he is fitting a spare tube up a side lane, he has to be very careful. We have heard of more than one being "spotted" and reported for tuning in a non-stop section, and quite right, too.

A speedway 150 ft. wide all the way from London to Brighton!

This has hitherto been a dream, but the dream may come true before we are very much older.

Disc wheels are fitted to a new motorbus which is being built in South London to lessen the dust raising.

A new two-stroke machine has been running about Coventry lately with the number D.U.N.-4 on it. The obvious remark was made by many candid critics.

A district through which it is always advisable to proceed with caution is Croydon, where police traps are very frequently worked over short distances.

No fewer than six of the new Matchless sidecar machines were entered for the Woolwich Open Trial. Many of the local amateurs are forsaking their old loves for the Matchless.

Plans are under way for the greatest motorcycle event ever attempted by Canadian riders. It is proposed to arrange a motorcycle relay race from Halifax on the Atlantic Ocean to Vancouver on the Pacific.

A motorcyclist is said to have entered a garage recently with a pump which did not do its duty. The compression, he said, was weak, and he wanted some new piston rings fitted. We cannot vouch for the truth of the story, however.

We are glad to be able to announce that the various railway companies have agreed to carry Auto-Wheels which are attached to pedal cycles at ordinary bicycle rates plus one-half, when these are accompanied by the owners. This is a considerable concession, as hitherto they have been charged at motorcycle rates.

A large number of motorcyclists and motorists are being fined for exceeding the limit in and near Bromley again just now. It has therefore been put on the black list. It is interesting to note that one of the magistrates always makes a point of fining his friends double, in case he should be accused of partiality.

Owing to this Special T.T. Number of MOTOR CYCLING being published a day earlier than usual, we have been compelled to hold over the report of the riverside meeting of the MOTOR CYCLING Gipsy Club at Egham till next week. Gipsies are reminded of the gymkhana at Burford Bridge on Whit Monday, which seems likely to prove one of the most successful meetings of the Club yet held. Full details will be published next week, also particulars of the other meetings which are under consideration. We should like to make it clear that we no longer give away fresh flags for each meeting. Members should obtain the club flag.

THE BLACK LIST.

The following is a list of towns which, on account of the continual police persecution, should be avoided. It is hoped that our readers will refuse to purchase any petrol or stop for meals in these places, so that by these measures the shop-keepers, hotel and garage proprietors will realize the value of motorcyclists' custom, and join us in an indignant protest against the local authorities.

HENLEY-IN-ARDEN.
KINGSTON-ON-THAMES.
BROMLEY (KENT).
GODALMING.

This list will be added to from time to time.

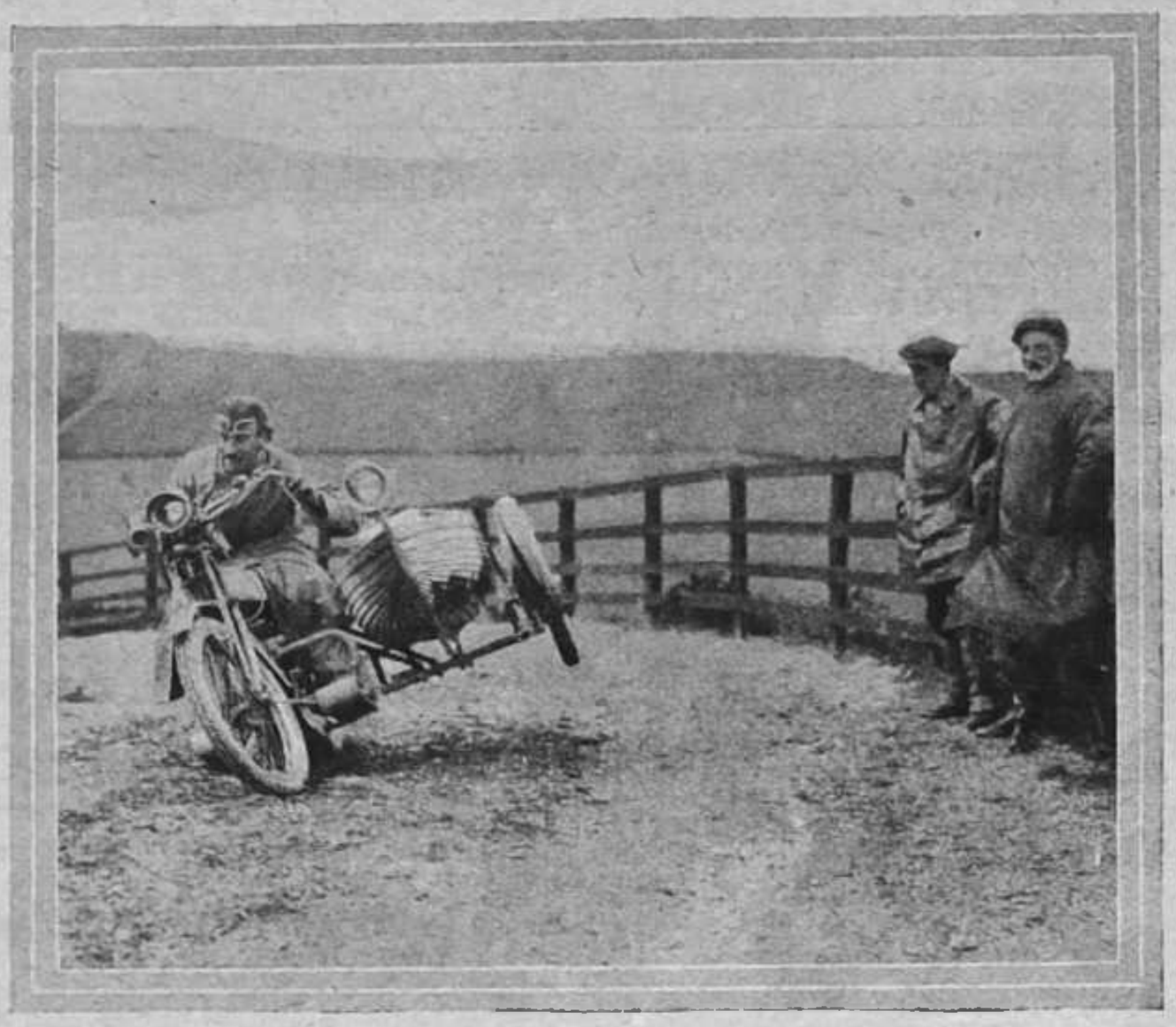
News of the Week (contd.).

We hear that a serious attempt will shortly be made by Messrs. Collier to regain the 1000 c.c. kilometre record recently lowered by George's Indian.

The new racing machine will be provided with a twin-cylinder eight-valved engine, that, under test, is giving off just over 30 h.p. It is easy to prophesy that the new Matchless racer will pass the 100 m.p.h. mark this season.

The occupation of tester to a first-class firm should have attractions for many young men who are keen motorcyclists and are fond of an open-air life. Yet we are constantly hearing that manufacturers find it difficult to obtain good men, and at the present moment we know of one of the leading manufacturers who has several vacancies. It should be remembered that it is often from the ranks of the testers that the trial riders and T.T. racers are chosen, so the life offers many opportunities of sport.

A new two-stroke motorcyclette was seen at the Miniature M.C.C.'s run on 2nd May. It is made by the New Ryder Cycle Co., of 153a, Corporation Street, Birmingham. A Villiers 2½ h.p. two-stroke engine is fitted, and other items are Saxon forks, Senspray carburetter, U.H. magneto, Hutchinson tyres, Dunlop belt, etc., and the price is only 25 guineas.



Mr. E. Sidwell listing to starboard with his boat-shaped Excelsior sidecar "Seagull." The hill is Stoupe Brow, a Yorkshire peak which has only recently been climbed.

All motorcyclists who intend to go on a camping tour this season should join the Amateur Camping Club. There are many advantages attached to membership of this club, such as special cheap kit, rates, etc. The annual handbook and the monthly magazine, "Camping," contain plenty of useful information and advice to campers. The hon. sec. is Mr. A. F. Skinner, and the headquarters are situated at 4, New Union Street, London, E.C.

The entries so far received for the inter-club competition on 13th June are:—The Motor Cycling Club, Sheffield and Hallamshire M.C.C., Mersey (Liverpool) M.C., Essex Motor Club, Wolverhampton M.C.C., Sutton Coldfield and Mid-Warwickshire A.C., N.-W. London M.C.C., Coventry and Warwickshire M.C., Nottingham and District M.C.C., Woolwich, Plumstead and District M.C. Bristol Bicycle and Motor Club, Middlesex M.C.C., Kidderminster M.C.C., Banbury and District M.C.C., Oxford M.C.C., North Birmingham A.C., Purley and District M.C.C., Luton and South Beds. M.C.C., Wisbech and District M.C.C., Mid-Bucks. M.C.C., Norfolk Motor Cycle and Light Car Club, Wimbledon M.C.C., Streatham and District M.C.C., Liverpool Auto-Cycle Club.

We cull the following from the report of a race that appeared in an American motor cycling journal:—

"Little Johns showed that his bean was working grandly in yesterday's race by going out to spread-eagle the field from the very start. He made the first ninety miles so fast that his jinx never overtook him until it was too late to prevent his winning with only one barrel of his two-shooter barking."

A new eight-volt dynamo lighting set for sidecar combinations is being introduced by Thompson and Co., Endyne Works, Greenwich, whose Greenwich motorcycle coils and accumulators will be recalled. It is decided that a belt rim drive off sidecar wheel with dynamo mounted on a bracket is most suitable. The dynamo only will list at about £3. Mr. Thompson has an early F.N. tricycle in regular use with the original trembler coil and accumulator ignition.

For the playful offence of kicking a policeman a labourer was fined 5s. at the Bromley police court. The same day one of a batch of motorcyclists, Frank Hardee, was fined £2 18s. for exceeding the speed limit and failing to pay the 5s. transfer registration on a second-hand machine he had only recently acquired. He is still wondering how much better off he would be had his machine touched or knocked over the policeman!

1914 Scotch Speed Championships.

It will be remembered that the Scottish Auto-Cycle Union last year held a most successful race meeting on the magnificent stretch of sands of St. Andrews. This event is to be held on 13th June this year, and arrangements are now well in hand for an attractive programme. The Scottish speed championships will be as before, but several new events will be added, such as three open events over a stright mile for light, medium and heavyweight machines respectively, and an inter-club relay race of five laps, confined to clubs affiliated to the Scottish A.-C.U. As before, a course will be laid out of slightly over two miles to the lap, and Mr. J. S. Fulton, the secretary of the Union, 131, West Regent Street, Glasgow, will shortly issue the regulations and entry forms. Held on the Saturday preceding the start of the Scottish Six Days Trial, it is anticipated that a large number of well-known riders from the south will compete for the championships, two out of the three of which are at present held by English riders—Hugh Mason (N.U.T.-JA.P.) in the lightweight class, and E. Crawley (Triumph) in the medium weight class—only the heavyweight championship being held by a Scot—Mr. O. Braid, of Elie, Fife.

Entries for this year's Scottish Trial close on 25th May. Intending competitors should communicate with Mr. C. McGregor, 32, Alva Street, Edinburgh.

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Popularized Motor Cycling for Ladies.

Catered Specially for the Sidecarist and the Beginner, being the means, in conjunction with "Cycling," of introducing thousands of new recruits to the pastime.

"Motor Cycling" is the only journal devoted solely to motor-cycling topics, leaving cyclecar matters to a separate publication, the "Light Car and Cyclecar." It is edited, written and illustrated exclusively by practical motorcyclists, is first out each week with all the news, and produced on daily newspaper lines.

A Motorcyclette T.T. Race.

VERY soon after these lines appear in print the Junior T.T. Race will have been won and lost. Honour and glory will have been achieved by the winner, and experience by the losers. It is, of course, every manufacturer's ambition to win outright, but even to those who are not successful the race proves of tremendous benefit. After all, one of the main reasons for the Tourist Trophy is to improve touring machines, and more valuable experience can be gained from a fortnight in the Isle of Man than in many months of ordinary road testing.

The Tourist Trophy has given us two of the fastest and most reliable classes of motorcycles in existence—the 350 c.c. and 500 c.c. solo mounts. Why should the value of the race be limited to these two classes, however? Next year we hope to see a race organized for motorcyclettes, for such an event would do for the "miniature" industry what it has done for the light and medium weights. Speed, of course, is not the most important feature of motorcyclettes, any more than it is of the large solo machines, but the remarkable reliability, and, in fact, practically all the good points of the latter are more due to the experience gained from racing than from anything else.

A Speedway from London to Brighton.

IN this issue we are able to give full particulars of a very remarkable scheme for the construction of a speedway between London and Brighton.

The promoters of this great enterprise, which it is estimated will cost four-and-a-half millions sterling, have drawn up most carefully-elaborated plans, and the scheme is a fascinating one. Imagine a perfect road, straight-ruled, and passing through the clean, green heart of the beautiful southern counties. No cross-roads, no dust, no police traps, no slow horse-drawn traffic—it would enable us to enjoy all the delights of motoring without any of the disadvantages.

Here the speed lover could revel in the thrill of flying along a clear road at 70 m.p.h., if his machine were fast enough, and the touring sidecarist keep up a steady 30 m.p.h. with perfect safety. Motorcycles would have a section of the track to themselves; cars another; and slower commercial vehicles a special track of their own. It is a glorious prospect.

In time it may be that such speedways will be constructed to connect up all the great centres of our country. Doubtless the proposition would meet with opposition in certain quarters. For example, these motor roads would divert an enormous amount of business from many towns and wayside hotels that at present benefit to an extent that can hardly be appreciated by the custom of motorcyclists and other motorists. It has been estimated roughly that motorcyclists alone spend at least £50,000 every week on the road! What the entire motoring community disburse in the hotels and towns they visit is too vast a sum to guess at. Motorists have been so persecuted and downtrodden, however, by petty local authorities, that they will not, we fear, regret to see the towns that have abused their power left to bemoan their lost prosperity when the flood-tide of the better-class folk of our country flows along magnificent highways on which no meaner vehicle than the speedy motorcycle, car, or fast commercial motor is allowed. We think all our readers will hope that the scheme may meet with every success.

The Sporting Spirit.

MOTORCYCLING is always spoken of as one of the finest sports in existence, but we are afraid that the participants in this sport do not always behave as true sportsmen should. An English sportsman is supposed to be a good loser. Can this phrase be applied to the average competition rider? There are, of course, black sheep in every flock, but we cannot help thinking that complaints and protests are far more frequent in the modern reliability trial than they should be.

A particularly bad example came to our notice in the case of a recent trial. The events organized by the club concerned are always sporting. The prizes are valuable, and the rules, as is only natural, are made very severe. Intending competitors are supplied with the regulations in plenty of time to enable them to discover exactly what is expected of them. They enter, and after the trial is over, and they have won no award, they proceed to study the rules. It is only then that they begin to protest at what they were required to do.

The secretary's reply is, "You know, or should have known, what was required of you, and having entered and failed to win an award, the least you can do is to take your beating like a man." Which true sportsmen do, without protesting. They have had a day's sport, and what matters the award which they have not won? We wish, however, that this spirit was more general. Hardly ever is a trial run without protests, or at any rate complaints, arising. Few realize the enormous and insurmountable difficulties experienced in organizing a big open trial, and we are always sorry for the officials, who are frequently blamed for trivialities, and seldom thanked for their honorary work. Let us have more of the sporting spirit.

Rudge Multi

Every possible satisfaction.

From CHARLES G. LAKE.

"HILLSIDE,"
LYONSDOWN AVENUE,
NEW BARNET,
HERTS.

May 5th 1914.

Subject 750 c.c. RUDGE-MULTI

Messrs Rudge-Whitworth Ltd,
COVENTRY.

Dear Sirs,

It is with very great pleasure that I write to let you know that the 750 c.c. Multi is giving me every possible satisfaction and that I like it better if that be possible, every time I ride it.

I use the machine for business journeys as well as pleasure trips in all directions and I make frequent journeys between London, Coventry and Birmingham, in all weathers and in circumstances which render it of the utmost importance to myself, that I arrive at my destinations punctually to keep appointments. The machine gets nothing more than the minimum of attention between trips, yet it has always proved ready and able to perform long non-stop runs with practically no more preparation than filling up the petrol and oil tanks and an occasional look round with an oil can. It has never yet let me down nor failed to respond to any calls I have made upon it in what really amounts to very hard continuous service.

The Multi gear is, of course, a revelation to those who have been used to fixed gear ratios, and this in conjunction with the perfect balance and power of the engine provide what is, in my opinion, an ideal mount for the hard rider who has little time or inclination for tinkering and adjusting, and whose machine has, practically speaking, to take the place of the railway train in many different parts of the country, all the year round.

Then when it comes to "cleaning day", what a boon it is to have only one cylinder and piston to scrape, one valve to grind and so on. One realises then the advantage of using a "big single" and with this machine, at all events, he need have no regrets on the score of power and flexibility for he gets both in full measure if he uses the gear as it is intended to be used.

The foot-operated oiler is a great boon. My experience is that one can lubricate the engine at any speed and in any circumstances with perfect safety by means of this device and I would much rather have it than the drip feed oilers that I have tried. Other convenient features of the design are the engine starter, the instantly detachable and accessible back wheel, ability to re-time magneto without removing gear drive casing, large capacity petrol tank and excellent spring forks.

Speaking after some years of motor-cycling and experience with many different machines, I think that those who are out for power combined with simplicity of detail, general accessibility and strength for sidecar work cannot possibly do better than invest in a 750 c.c. Rudge Multi. You are at liberty to use any part of this entirely unsolicited testimonial in any way that you please. Yours faithfully

Chas Lake.

Rudge Multi (500 c.c.) £58:15:0

Rudge Multi (750 c.c.) £63:15:0

or by EASY PAYMENTS.

By Appointment
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King George.

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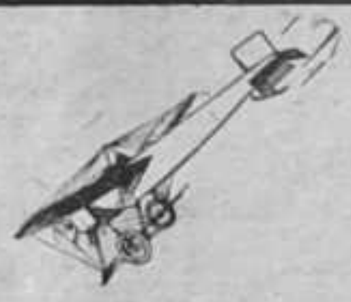
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Two Speed GEAR

WITH it you can use a sidecar without overtaxing your engine and enjoy all the delights of motorcycle touring in its best form. The cost is small —from £10 : 10 : 0

Write for full particulars.

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is what the users of

The GODIVA SIDECARS

term that sweet buoyant feeling, which is derived from carefully tested and thought-out suspension.



Flying

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WHY?——————————BECAUSE

after careful experimenting, our cars are practically non-wind resisting. Our chassis scientifically built by engineers, from best 10 and 12 gauge tubing welded or brazed together to suit customer.

THAT IS THE REASON WHY.

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May we send you our Catalogue?

The GODIVA SIDECAR CO., Ltd., Dept. A, COVENTRY.



Mr. R. C. Bownass (N.U T.) rounding Hilberry Corner during practising.

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B. Badins, 2¾ h.p. Douglas.
W. Thornhill, 2¾ h.p. Douglas.
F. E. Wasling, 3 h.p. Enfield.
D. G. Prentice, 3 h.p. Enfield.
B. Alan Hill, 3 h.p. Enfield.
D. Alexander, 3 h.p. Enfield.
E. Longden, 2¾ h.p. Douglas.
E. Keyte, 3 h.p. Enfield.
F. J. Walker, 3 h.p. Enfield.
H. Greaves, 3 h.p. Enfield.
D. Iron, 3 h.p. Enfield.
W. H. H. Sheldon, 2¾ h.p. Regal-Green.
P. Pike, 2¾ h.p. Levis.
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W. Heaton, 2¾ h.p. A.J.S.
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E. Kickham, 2¾ h.p. Douglas.
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Hugh Mason. 2¾ h.p. N.U.T.
R. Bownass, 2¾ h.p. N.U.T.
P. Sorriguieta, 2¾ h.p. N.U.T.
R. Carter, 2¾ h.p. N.U.T.
W. Sheard, 3 h.p. Enfield.
J. L. E. Emerson, 2¾ h.p. A.B.C.
Luis de Arrana, 2¾ h.p. Douglas.

Competitors in the Senior Race.

C. T. Newsome, 3½ h.p. Rover.
A. J. C. Lindsay, 3½ h.p. Rover.
D. M. Brown, 3½ h.p. Rover.
K. H. Clark, 3½ h.p. James.
T. Pollock, 3½ h.p. James.
H. G. Dixon, 3½ h.p. James.
R. J. P. Braid, 3½ h.p. Norton.
O. G. Braid, 3½ h.p. Norton.
D. R. O'Donovan, 3½ h.p. Norton.
Harold J. Cox, 3½ h.p. James.
J. L. E. Emerson, 3½ h.p. A.B.C.
H. Berwick, 3½ h.p. New Hudson.
O. C. Godfrey, 3½ h.p. Indian.
E. Herdman, 3½ h.p. Rudge-Multi.
A. V. Shirley, 3½ h.p. Singer.
V. E. Horsman, 3½ h.p. Singer.
J. W. Adamson, 3½ h.p. Rudge-Multi.
C. G. Pullin, 3½ h.p. Rudge-Multi.
T. E. Greene, 3½ h.p. Rudge-Multi.
E. H. Littledale, 3½ h.p. Ariel.
F. J. Walker, 3½ h.p. Rudge.
F. A. Applebee, 3½ h.p. Scott.
H. O. Wood, 3½ h.p. Scott.
W. W. Lovegrove, 3½ h.p. Scott.
H. V. Prescott, 3½ h.p. Scott.
S. George, 3½ h.p. Indian.
A. H. Alexander, 3½ h.p. Indian.
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N. F. Holder, 3½ h.p. Zenith.
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N. H. Brown, 3½ h.p. Indian.
T. M. Sheard, 3½ h.p. Rudge-Multi.
D. Y. Young, 3½ h.p. B.S.A.
T. T. Laker, 3½ h.p. Elswick-Prec'n.
A. Wray, 3½ h.p. H.G.-A.B.C.
E. Greenwood, 3½ h.p. Scott.
E. Smith, 3½ h.p. Regal-Precision.
P. J. Derkum, 3½ h.p. Indian.
R. Carey, 3½ h.p. B.S.A.
F. A Maylott, 3½ h.p. B.S.A.
R. M. Lewis, 3½ h.p. B.S.A.
V. Olsson, 3½ h.p. Zenith.
H. Reed, 3½ h.p. Dot.
C. E. Nokes, 3½ h.p. Sunbeam.
H. R. Davies, 3½ h.p. Sunbeam.
A. Anderson, 3½ h.p. Triumph.
Max Heinzel, 3½ h.p. N.S.U.
R. E. Surman, 3½ h.p. Alldays.
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L. Newey, 3½ h.p. Ariel.
F. C. North, 3½ h.p. Ariel.
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J. Harrison Watson, 3½ h.p. A.B.C.
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R. Abbott, 3½ h.p. Triumph.
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G. W. Shepperd, 3½ h.p. N.U.T.
R. G. Mundy, 3½ h.p. F.N.
S. B. White, 3½ h.p. F.N.
P. Sorriguieta, 3½ h.p. N.U.T.
— McKeeken, Junr., 3½ h.p. Rudge.
G. Boyton, 3½ h.p. Triumph.



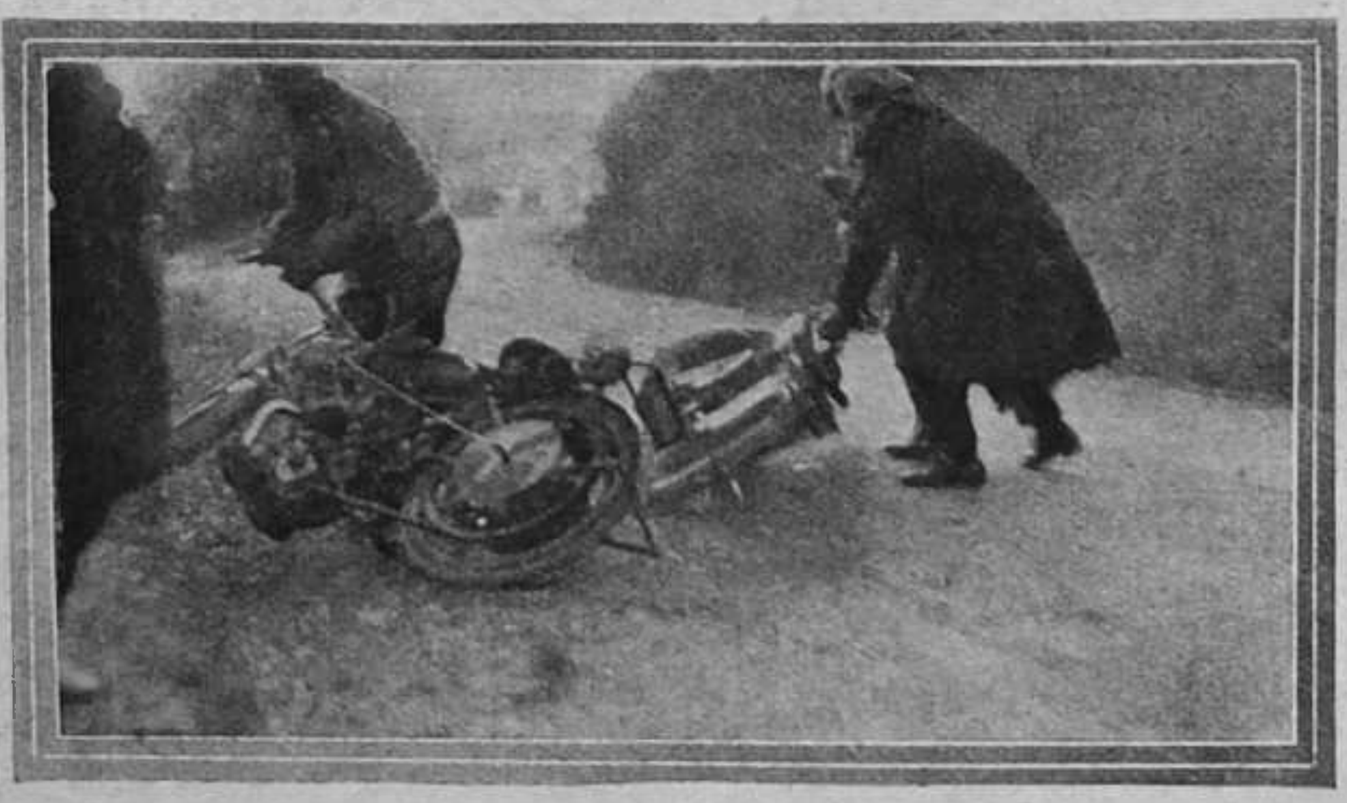
Mr. W. H. H. Sheldon hitting the parapet of Sulby Bridge.

ROUND THE COURSE AT SPEED.

How Our Own Representative Completed a Lap in 55 Minutes—Excitements and Dangers.

IT was due to one or two incautious remarks on my part that I was let into one of the most exciting rides of my life. After practising was over on one of the few mornings when the roads were bone dry, and it seemed as if a motorcyclette would have to lap at about 50 m.p.h. to keep up its reputation, a particularly jolly crowd had gathered together at the Quarter Bridge Hotel, chatting over the incidents of the morning's work. At Sulby Bridge, where I had been stationed during some part of the morning, I had observed a friend of mine perform a series of most complicated evolutions. The facts of the case were these. Wise man that he is, my friend, "X.Y.Z.," was approaching the famous bridge, the father of all corners, with all the caution that it rightly deserves, but, unfortunately for him, he was passed between the warning banners by another of our clique, who turned round with the official gesture. This was enough, and, consequently, the throttle was opened more than enough, and the derisive rider was passed. All would have gone well but that a fierce back brake locked the back wheel, with the consequence that "X.Y.Z." landed on all fours at my feet.

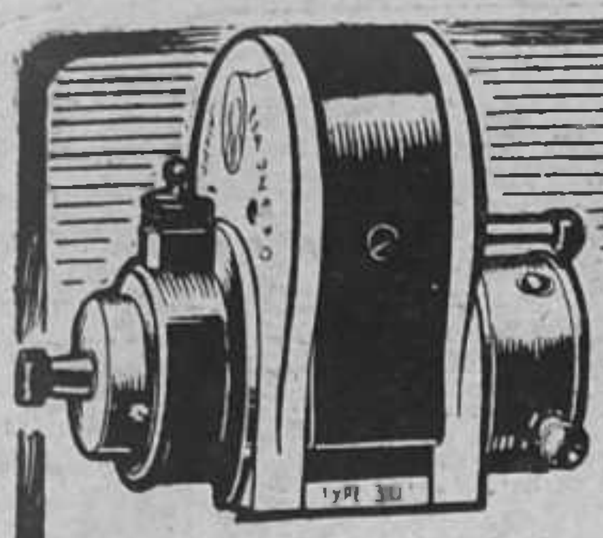
I told him at the time that it was not necessary always to make obeisance to me in that manner,



A smash on a corner. The rider of the machine nearer the camera is R. Bownass (N.U.T.). The other is F. Cowley (Douglas).

which, strangely enough, seemed to annoy him. However, at Quarter Bridge, I could not help deriding him on his acrobatic performance, and before I knew what I had undertaken, I was involved in a wager that I could not cover the course in the official time qualifying limit of one hour. Mark, learn and inwardly digest, ye speed merchants. All that had to be done was to cover in one hour 37 miles of clear roads—easy, quite easy! Unfortunately, however, the weather has to be taken into consideration. A London fog crossed with a Scotch mist, with roads having a surface like Wolverhampton tramlines at their best, gives a fairly accurate idea of what has to be encountered over that section of the course broadly designated as the mountain. On the morning of my attempt such conditions as I have indicated were very much to the fore, and a centre row of studs missing from the back tyre of my sporting 3 h.p. N.U.T. did not give me very much comfort.

However, I was pledged to make the attempt, so, about 4.30 a.m., I started from Quarter Bridge. My machine was running splendidly, a frantic four hours tune, cleaning cylinders, grinding-in valves, a judicious drilling of the quiet silencer, and the services of the Amac expert in the tuning-up of my carburetter



C·A·V

RUTHARDT MAGNETO



The Acme of Magneto Efficiency

The C.A.V. Ruthardt Magneto was the pioneer of the totally enclosed type, and it stands unrivalled to-day. Dustproof, waterproof, foolproof, and entirely dependable. This magneto marks the end of ignition troubles for the motor cyclist.

Send for the C.A.V. Magneto Booklet, post free.

C. A. VANDERVELL & CO.,

ELECTRICAL ENGINEERS.

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North of England Depot:
12, Victoria Buildings, St. Mary's Gate, Manchester.

I'aint no Pantomime Copper

—I'm a wide-awake member o' the force—a credit to me country an' me King—an' I catches as many o' these 'ere road 'ogs as any bloke wot ever wore the uniform. But I never bothers to pull out me note-book when I sees a

N·U·T

NEWCASTLE —— UPON —— TYNE

a comin'! It goes by so quick I never 'as time to take its number. It 'aint no use at all. The N.U.T.'s so fast it's got me beat every time. It 'olds lots o' records, an' it won the Junior T.T. "on its 'ead" as the sayin' goes, last year.

You take a tip from me an' write for a copy o' the N.U.T. catalogue.

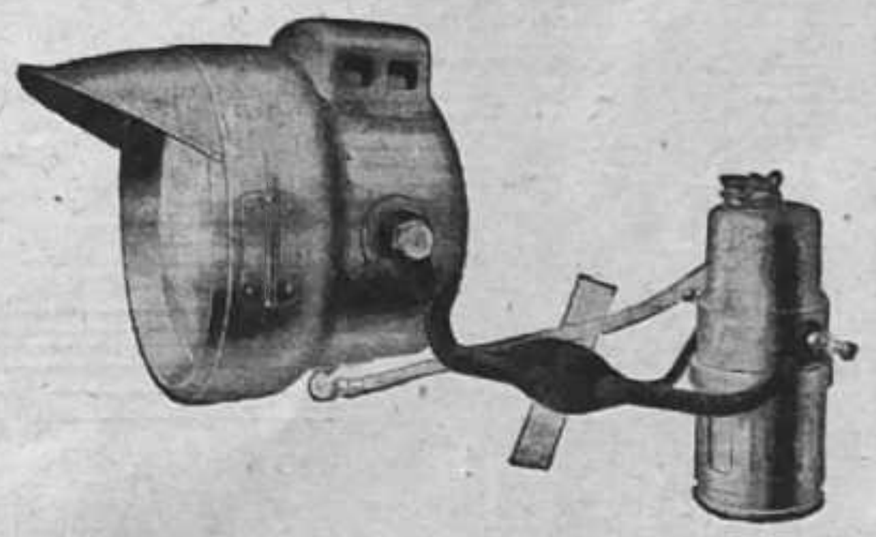


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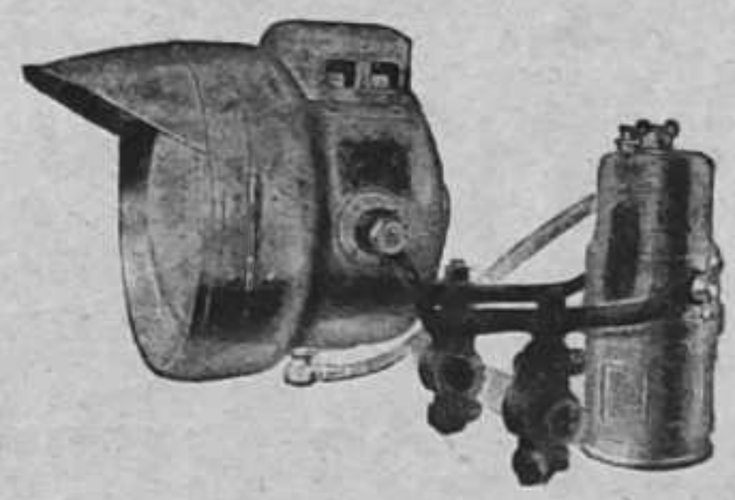
Newcastle-upon-Tyne Motor Co., Ltd.,

South Benwell, Newcastle-upon-Tyne.

Agents for London and District—
Messrs. LAKE, 222, Shaftesbury Avenue, W.C.



Model 127 (S.B.)
To fit on Handle Bar Stem.



Model 127 (H.B.)
To fit on top of Handle Bar.

"P & H"—means SAFETY!

The powerful light of the "P. & H."—CLEAR, PENETRATING, UNFAILING—means SAFETY—behind it you can ride perfectly free from all trouble and anxiety.

—We specialize on producing lamps of greatest light-giving power—strongly made to withstand all vibration and to ensure long and efficient service.

Remember, "P & H." are the BRITISH-MADE Lamps of Highest-Grade, in the manufacture of which only the finest quality materials are used—and in DESIGN, WORKMANSHIP, and FINISH are unrivalled.

—Note the combination of superior and practical features embodied in the models illustrated.

Model 127 (S.B.)—Extra large PROJECTOR. Has 6½ in. Front; powerful 5 in. real Mangin Mirror Reflector; Bray "RONI" Burner—which cannot crack lens or mirror—fitted into a perfect arrangement for adjusting; 5½ in. plate glass Convex Lens; Special GENERATOR of new registered design, embodying the double Carbide Chamber method, can be easily cleaned and recharged; and specially strong CARRIER, stamped out in one piece which clamps round the handlebar stem. Complete with best quality grey rubber connection. Nickel or Ebony finish ... ... **Price 42/6**

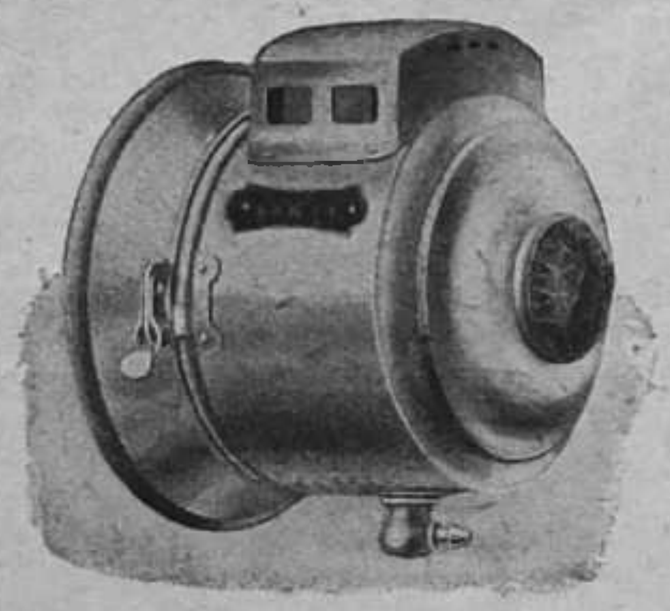
Model 127 (H.B.)—Embodies exactly the same features as above model with the exception of the CARRIER which fits on the top of handlebar, and is so constructed that it will fit any shape of handlebar, and allow Lamp and Generator to be always in a level position. Nickel or Ebony finish ... ... **Price 42/6**

Sidecar Lamp Can be fixed on the Mudguard or side of Sidecar, and shows a clear White light in front and Red light behind. Small Generator is provided to supply it with Gas, or it can be fed direct from the same Generator as the Head Lamp.

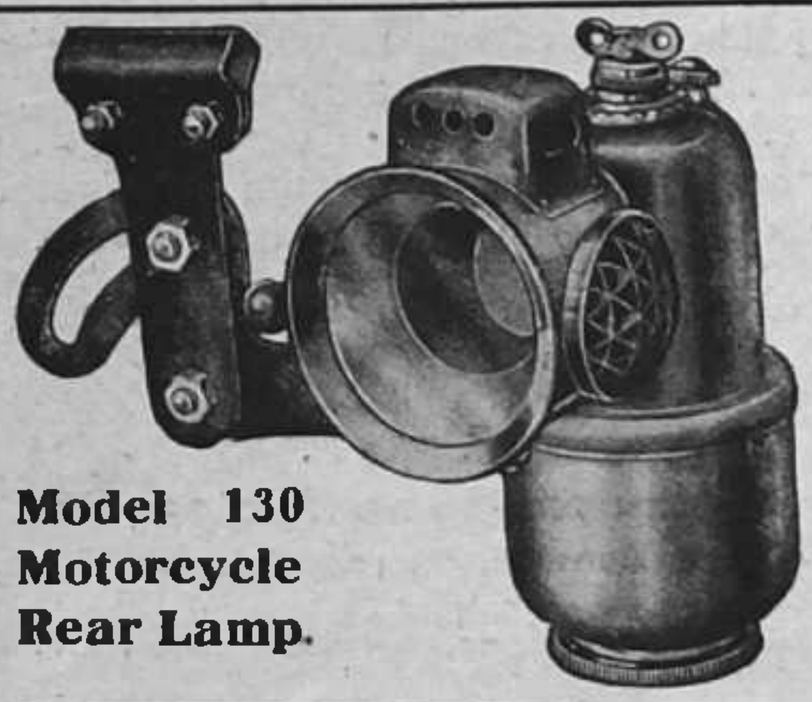
Model 130 Rear Lamp. A self-contained lamp designed to show a Red light at rear, and a White light at side to show up Number Plate, if desired. Bracket clips on the Luggage Carrier and is adjustable allowing lamp to be set in upright position, always. Nickel or Ebony finish ... ... **Price 10/6**

—Ask your Agent to show you the "P. & H." models—compare with any other make, and you will readily note their marked superiority. Our New "Lamp Booklet" gives full particulars of all our models, ask for a copy, post free.

Powell & Hanmer, Ltd., Chester Street, Birmingham.



"Sidecar" Lamp.



Model 130 Motorcycle Rear Lamp.

R.H.S.

Round the Course at Speed (contd.).

had had the desired result, and, as a matter of fact, quite between ourselves, the machine was just a little too fast.

Pushing off from Quarter Bridge, the machine leapt away down the straight stretch that leads to Braddan Bridge. Strangely enough, thus early in the run the N.U.T. had a passionate desire to make for the churchyard that is to the left of the right turn of the bend. With some difficulty and in a cold sweat, I got on to the crown of the road once more. The throttle was jammed open again, and away we flew over the twisting road that bears to Ballacraine. Bending over the handlebars with the wind whistling past my ears, I tasted fully the delights of speed; I fancied myself the winner; I saw myself presented with the trophy amidst the sporting cheers of the envious competitors. Suddenly my elation had a rude check, for I observed a horrible patch of grease beneath some overhanging trees some 200 yards in front of me. The exhaust lifter was called immediately into operation, and, sweeping about all over the road, the patch was passed with a very big sigh of relief. Soon Ballacraine corner hove in sight.

Passed When All Out.

Up to now I had the road to myself, but suddenly, with a terrific roar, three machines passed me at speed. To be passed when the speedometer needle is low down on the scale is nothing; but when one is all out it is a vastly different matter. However, I pulled myself together and hurtled after the pacemakers, past hedges that seemed to be flying to the rear, and round bends that seemed to be turning themselves into hairpins, I soon reached the sharp left-hand bend that leads up Creg Willy Hill. Jamming in middle gear, the engine shrieked up the gradient in fine style. Over the top is one of the fastest parts of the course. A long down grade brings one to the village of Kirkmichael.

Taking pity on the engine, which was turning over at an alarming number of revolutions on the too low top gear, I shut down somewhat, when suddenly, with the apparent speed of an express train, another rider shot by me at terrific speed. Open up as I would I could not catch him, and he was lost in the distance.

Ducking my head down, I flew along the easy gradient. Happening to take notice after a while, I observed a knot of onlookers on an apparently easy bend. Easing down somewhat, but by no means enough, I just scraped round, vividly remembering several of the smashes that I have observed on that Kirkmichael corner before.

On and on through Ballaugh, the approach to Sulby was soon reached, the little twin running magnificently. I have seen too many smashes here to try any speed stunts, so I crept round on my hands and knees, so to speak.

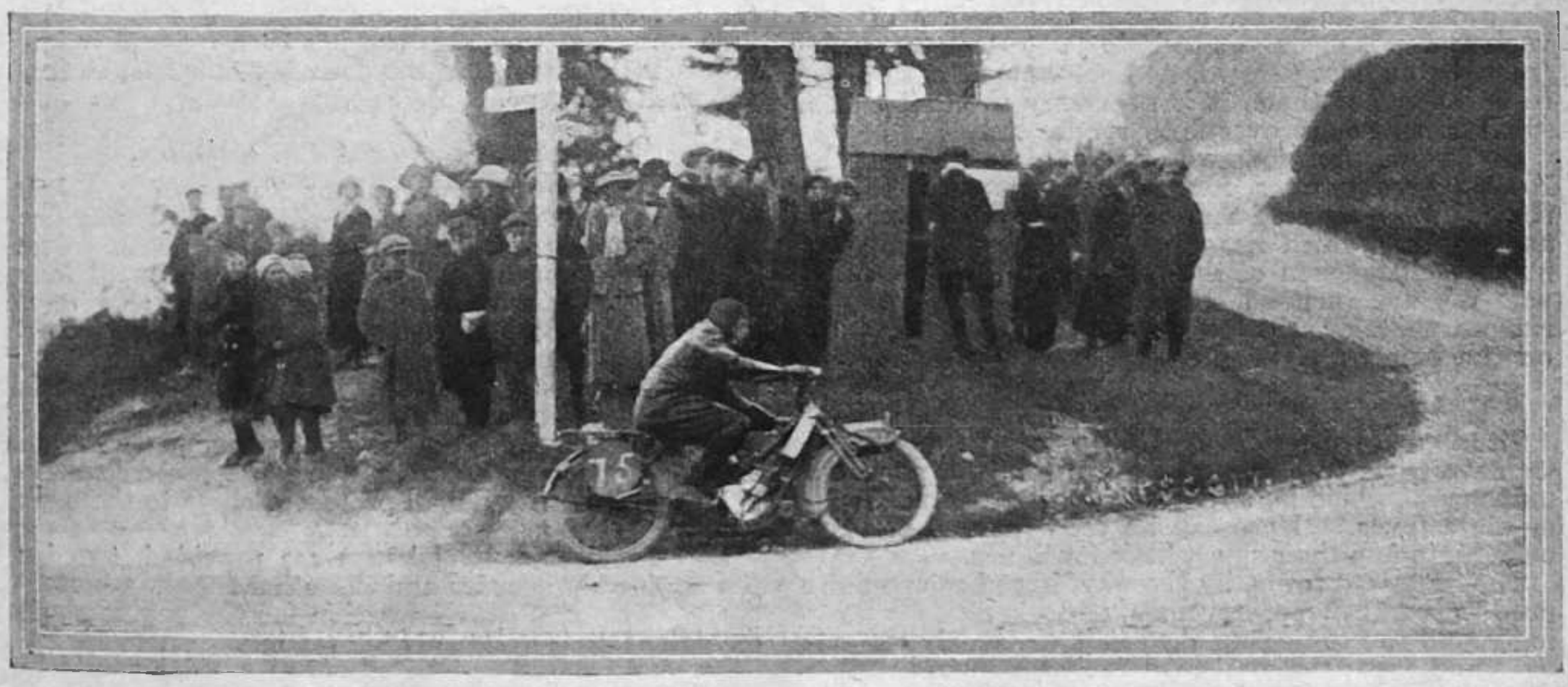
Round the Ramsey Hairpin.

After Sulby, nothing of very perilous interest occurs before the Ramsey hairpin. Tearing up the approach on middle gear, I jammed in bottom to take the hairpin, nearly cannoning into Mr. Phillpott, the A.-C.U. official at this point, in the attempt. Scraping round on my left ear, middle gear was again engaged, and the nutty N.U.T. took the gradient in fine style. Now, however, the fun commenced. As I climbed up and up, taking the Gooseneck or "Conk Corner," I blush to say it, in fine style, the mountain mist became worse and worse. It was difficult to see 20 yards in front of one's face, yet if I was to win my wager a fair average had to be kept up. Sliding and skidding frantically, trying to keep the machine on the crown of the road 12 ins. in width, I at length found my Waterloo at Windy Corner. Try as I would, I could not get round the greasy right-angled bend, and subsided on to the hospitable left-hand bank. Luckily no damage was done barring bent footrests and a sore shoulder, so, kicking the footrests straight, I proceeded more carefully on my way. The grease was awful, but, eventually, through the dreaded Kepple Gate, the mist lifted, and the road became dry once more.

Hillberry was taken very slowly, for I have seen one or two bad smashes over the steps of the cottage that faces the turn. From Hillberry over the twisty road that leads to Willaston Corner the speed was cut down considerably, the continuous bends being by no means to my liking. Dropping down Bray Hill, I made up my mind that I must miss the manhole which is placed there by a thoughtful Providence in order to provide thrills to the onlookers. As luck would have it, I caught it fairly, but, thanks to the repairing propensities of the A.-C.U., the wobble that was set up was not so bad as it would have been last year.

A minute brought me to Quarter Bridge, where I clocked in in slightly under 55 mins., much to my satisfaction, and to the stupefaction of "X.Y.Z." What six laps would mean I cannot say, but I do know that all those who do survive deserve more pro rata per lap than I was able to lift from my parsimonious friend "X.Y.Z."

LIGHTNING.



H. V. Prescott (Scott) approaching the Ramsey hairpin.



BEHIND THE SCENES.

What Goes On in the Tuning-up Depots in the Isle of Man.

At one time, when the T.T. Races were not regarded in such a serious light as they are now, it used to be quite an easy matter in the course of a few days to visit nearly every depôt in the island.

Nowadays, however, it seems the desire of the various depôt managers to hide away their teams far from the madding crowd, and consequently, in order to find some of them, it is necessary to indulge in a small steeplechase over farm roads, etc.

On several occasions we attempted to seek out the Norton headquarters, for instance, but failed to find them. We were told that the camp was to be found at Andreas, which lies some miles out of Ramsey, but the elucidation of the mystery was too deep for us. We are inclined, therefore, to believe in the rumour that Mr. Norton had incarcerated his riders on the heights of Snaefel.

The A.J.S. Depot.

Situated by the side of the Quarter Bridge-Ballacraine road is to be found a rural inn, the principal industry of which is, apparently, the rearing of innumerable fowls. Here can be seen the A.J.S. team busy tuning up their smart little machines.

The aforesaid fowls, by the way, have become quite used to the busy motorcyclists, and when one is walking round the tuning-up shed it is extremely difficult to avoid treading on the adjacent poultry. One member of the company of A. J. Stevens, Ltd.—we refrain from publishing his initials on account of his nefarious design—is passionately desirous of making a young chicken, even more tame than the others, and which has been named Archibald, inebriated on petrol. We understood that Archibald has taken the first plunge, so to speak, and has been induced to imbibe a little petrol, but the desired result has, so far, not been achieved.

Four-speed Gears on A.J.S. Machines.

Getting down to more serious matters, the A.J.S. machines, which are, of course, entered for the Junior Race, embody several most interesting details. One of the most notable points is the provision of four gears. This is brought about in the following way. Situated on the hollow engine shaft are two chain sprockets of unequal size running on ball bearings. A sliding dog clutch with but very little movement is situated between the sprockets, and is operated in a simple manner by a rod running through the main shaft. From here the drive is to a two-speed countershaft gearbox with a final protected chain to the back wheel.

Three sets of control levers are provided, two for the engine shaft gears and the other for the countershaft. The dual gear operation for the engine shaft on high gears is extremely interesting.

As was pointed out to us, when a rider wants to change down from top to third, or vice versa, he is

Still More Palmer SUCCESSES!!!

In the 350 c.c. Race at Brooklands, on Saturday, 2nd May, Mr. E. Keyte, was 1st, and Mr. H. Greaves 2nd, both riding Enfields fitted with

PALMER

(ORIGINATORS OF THE THREE-RIB TREAD)

CORD TYRES.

On the same day and at the same place, Mr. Lionel Martin, on a Singer, did

- 75·57 m.p.h. over the Kilometre, and 74·38 m.p.h. over the Mile in the Time Trials;
- Won the One-Lap Cyclecar Sprint Race; and
- Conceding starts to several solo motorcycles, and ALL passenger machines, won the All-comers' Handicap.

In the R.A.C. Light Car Trial during the following week there were seventeen fastest times out of a possible twenty in two classes in ALL Hill-Climbing Tests.

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CHATER LEA

Brilliant Performance in Land's End Trial. Two 1914 Sidecar Combinations Entered.

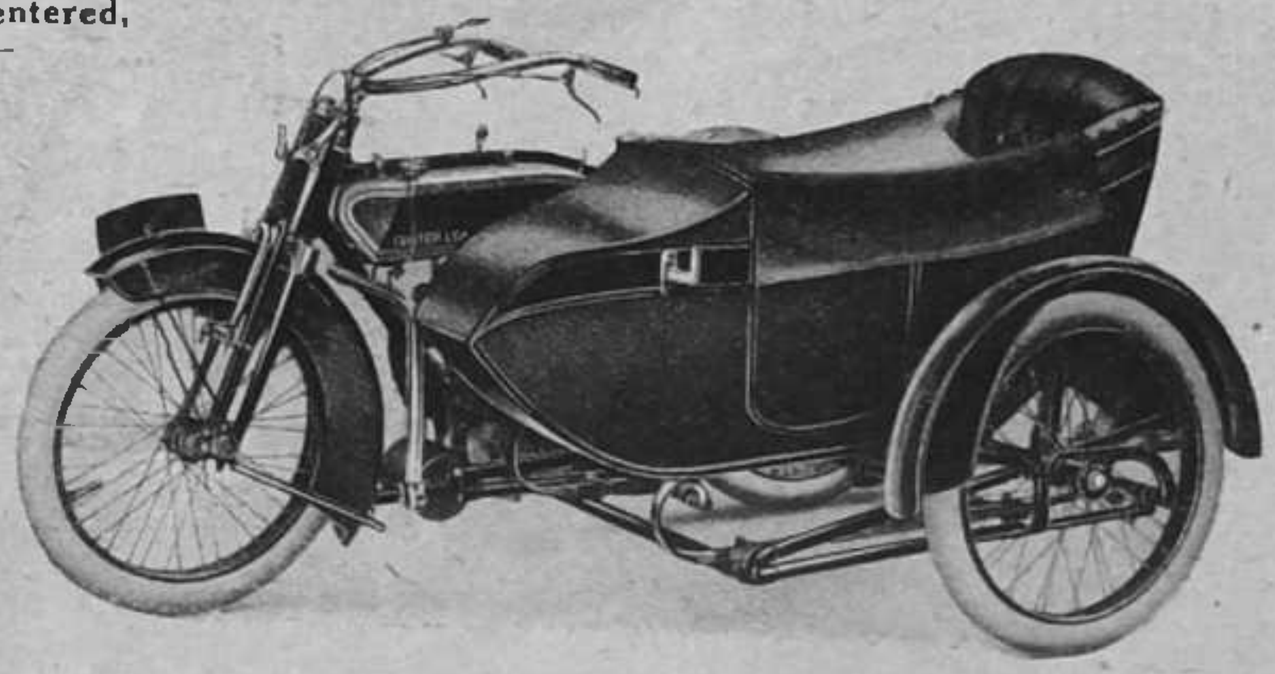
Both Won Gold Medals.

Both Chater Lea combinations ran perfectly throughout, and, of the 56 sidecars entered, Chater Lea's finished in order of merit—

3rd and 5th.

Note the exceptional regularity of running:— Over a course of 568 miles, with eight checks, the total errors were, respectively, **1 min. 35 sec.** and **3 min. 26 sec.**

Without doubt this is the finest collective performance of any make in the trials.



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As the trousers open out in one piece it makes an ideal cover for your machine while you are making a call.

We only supply the Wholesale Trade, but if you have any difficulty in securing them, write us and we will tell you where they may be procured, and they cost no more than the ordinary suit.

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Behind the Scenes (contd.).

travelling at, perhaps, 50 m.p.h., and to remove a hand from the bars at this speed is, to say the least of it, risky. An additional control has, therefore, been fitted to the right handlebar, whereby, by means of Bowden cables, the engine shaft gear lever, which is of the Douglas pattern, is moved to and fro.

A Gear for Every Hill.

In practice the operation of the gears by this method is delightfully simple and easy, the gears being snicked in and out with the greatest ease. As a precaution, three-speed countershaft boxes are to hand in case the four-speed arrangement gives trouble, but up to now it has given every success.

The two top ratios are very near to one another, and consequently the riders can be constantly changing from one to another, and thus keep up speed. The exhaust pipe is exceedingly large, and this can also be said about the exhaust and inlet springs. These taper from the bottom, the top coil being about 1¼ in. in diameter. The valves, too, for an engine of this size, are of very large dimensions. They have been lightened considerably by hollowing out the tops.

Another interesting feature is the internal-expanding rear brake, which is pedal operated by means of a Bowden cable.

This type of brake, unlike the average shoe brake, always operates with the same retarding effect, being absolutely progressive in action, and consequently the A.J.S. riders can approach a corner at speed, yet knowing for a certainty that they can pull up without any danger of skidding the back wheel.

The A.J.S.'s, which will be ridden by Messrs. W. Heaton, C. Williams, E. Williams, W. Jones and B. Haddock, have during practice been lapping very consistently, and, taking all things into consideration, we are strongly inclined to fancy the A.J.S. team for the Junior team prize, given reasonably good luck.



Although the actual practising in the Isle of Man is being taken in deadly earnest, as soon as this is over for the day any form of amusement is indulged in. Here are two T.T. riders at the beginning of a burlesque boxing match. Note the official timekeeper.

The Indian Depot.

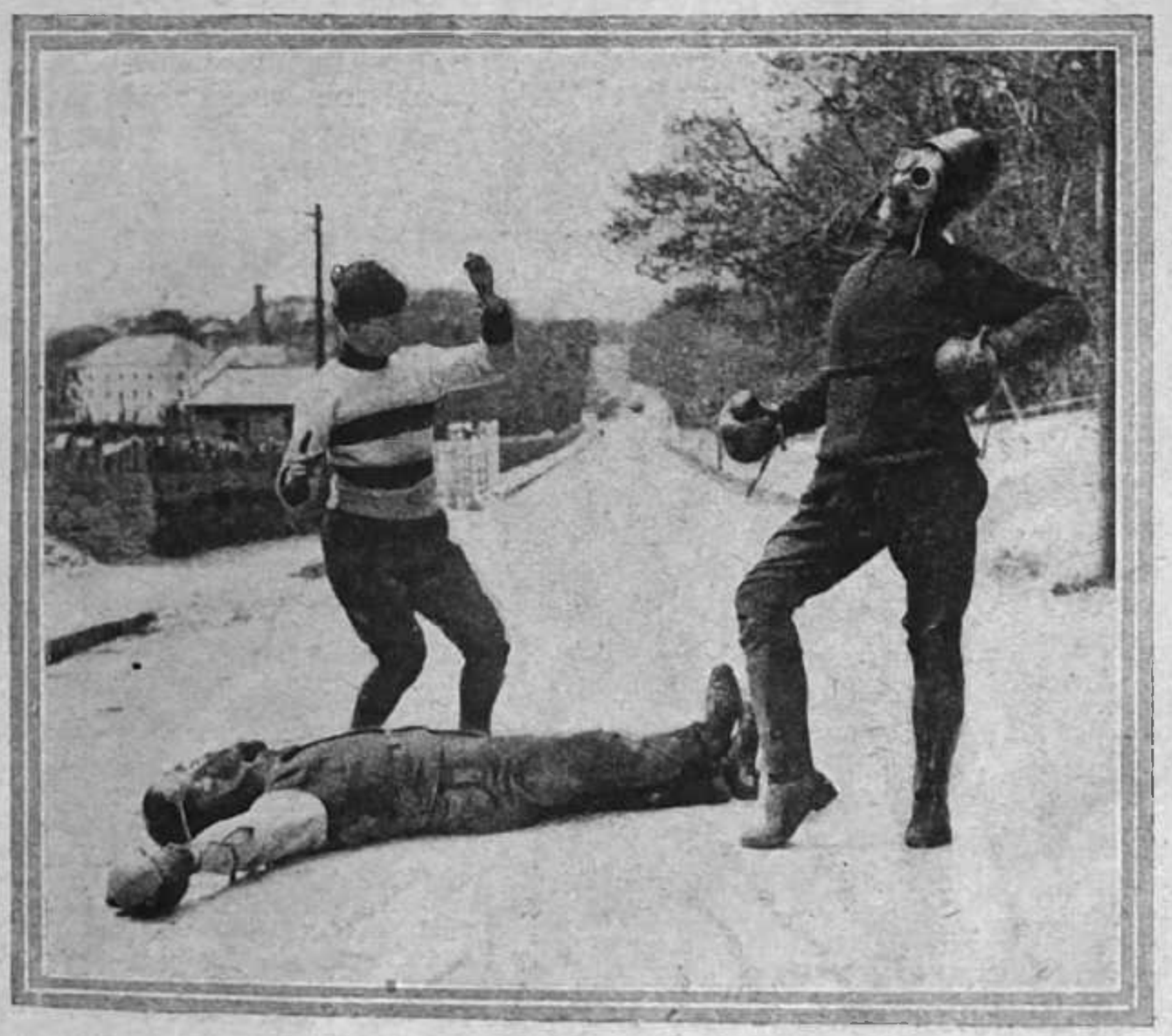
Situated at Quarter Bridge, which is always reckoned as the start of all the practising laps, stands what is undoubtedly one of the most scientific depots on the island: this is the Indian camp. Owing to the absence of Mr. W. H. Wells, Mr. E. Frasetti is in charge.

A large room has been set aside for the tuning of the smart Red Indians, and on a recent morning, when all their riders had assembled after practising, we had never seen before in one room so many men, machines and spares. All the Indians in this year's race are twin-cylinders, and we must admit that in appearance they present the ideal T.T. racing machine.

Neat, light, and exceptionally smart in appearance, they are positively fascinating. We understand —though whether it is true or not we cannot say—that they will be listed in the Indian range for next year, and if this is so, it is easy to predict a tremendous sale.

The Indian riders, Messrs. Godfrey, S. George, A. H. Alexander, C. B. Franklin, N. H. Brown, Paul Derkum, J. T. Bashall, and J. R. Alexander, are all well-known speedmen, and, with the exception of Paul Derkum, the champion road racer of America, have exceptional knowledge of the course.

In many quarters an Indian win in the Senior event is considered a certainty, but it is very risky to be



The conqueror posing before the photographer, while the official timekeeper counts out the fallen hero. The conqueror is evidently hoping that his victory in the T.T. may be as easy.

Behind the Scenes (contd.).

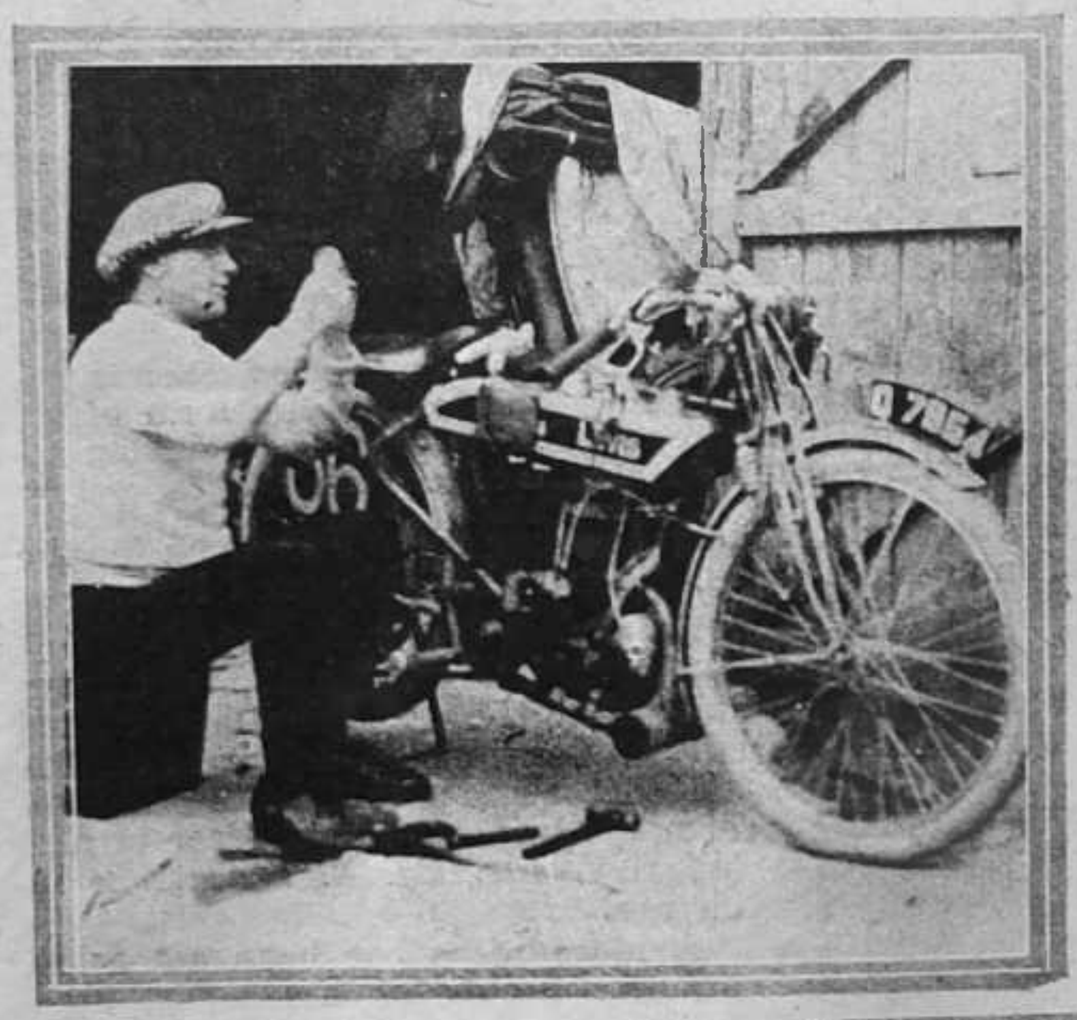
certain over a race of this sort. Anyway, it is a dead certainty that a large sprinkling of Indians will be well up in the small numbers of the finishers.

Splendid Indian Organization.

The organization is truly magnificent. Ranged round the walls of the tuning room we noted every conceivable spare that would be required in the event of a mechanical breakdown or smash-up.

A saddle, for instance, is considered a very reliable article, and one would think that this is the last thing that would give trouble. Yet we noticed quite a generous heap of these in one corner of the room, an excellent illustration of attention to detail that is lamentably lacking in many of the other depots.

Our exit from the Indian wigwam was quite compulsory. O. C. Godfrey, earnestly bending over his machine, had at length made an adjustment to his liking. Yanking over the back wheel, his engine started off with a roar, and immediately the room was filled with the sound of an ear-splitting exhaust and an impenetrable fog of oil vapour. After a considerable



Secrets of tune. Mr. Butterfield busy tuning up a carburetter in the Levis depot.

period we were able to find the door, and, amidst a crowd of others, joined together in pouring blessings on "O.C.'s" head.

The Douglas Depot.

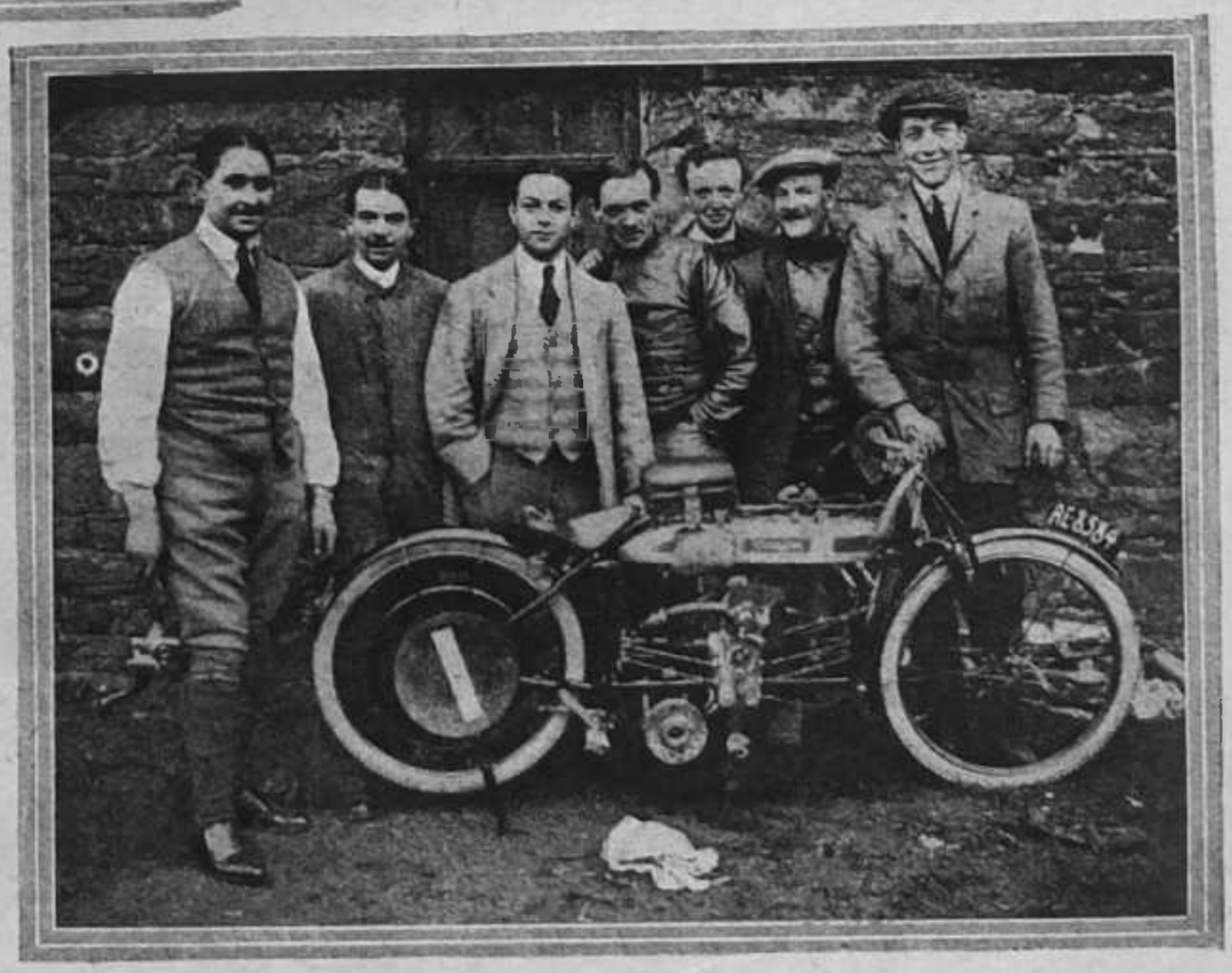
In one of the most out-of-the-way spots in Peel can be found the Douglas headquarters. Through a level crossing, along a quay, and up a 6 ft. lane brings one to two large outhouses, wherein the numerous fleet of Douglas machines are tuned up. Speed has been the main desiderata in the production of these machines, and the result, whilst satisfactory, has produced an engine with by no means as clean lines as are found on the standard product. For the speed merchant, however, these overhead, horizontally-opposed twins are the last word in 350 c.c. speed mounts.

Notwithstanding that large pipes lead the exhaust to a large silencer at the back of the machine, the crackle that they emit is only just passable. With the silencer off, deafening conveys but a vague impression of the shrieking, ear-splitting crackle that comes from these small engines. It seems impossible that steel and iron can contain the furious explosions.



Charlie Collier on his Matchless.

Whilst in the sheds we noticed a big-end being adjusted. The splendid workmanship and fine finish could be fully appreciated on an inspection of the disembowelled engine. The magnificently-constructed one-piece crankshaft, the delicate pistons, and, in fact, the whole of the internal construction are truly wonderful



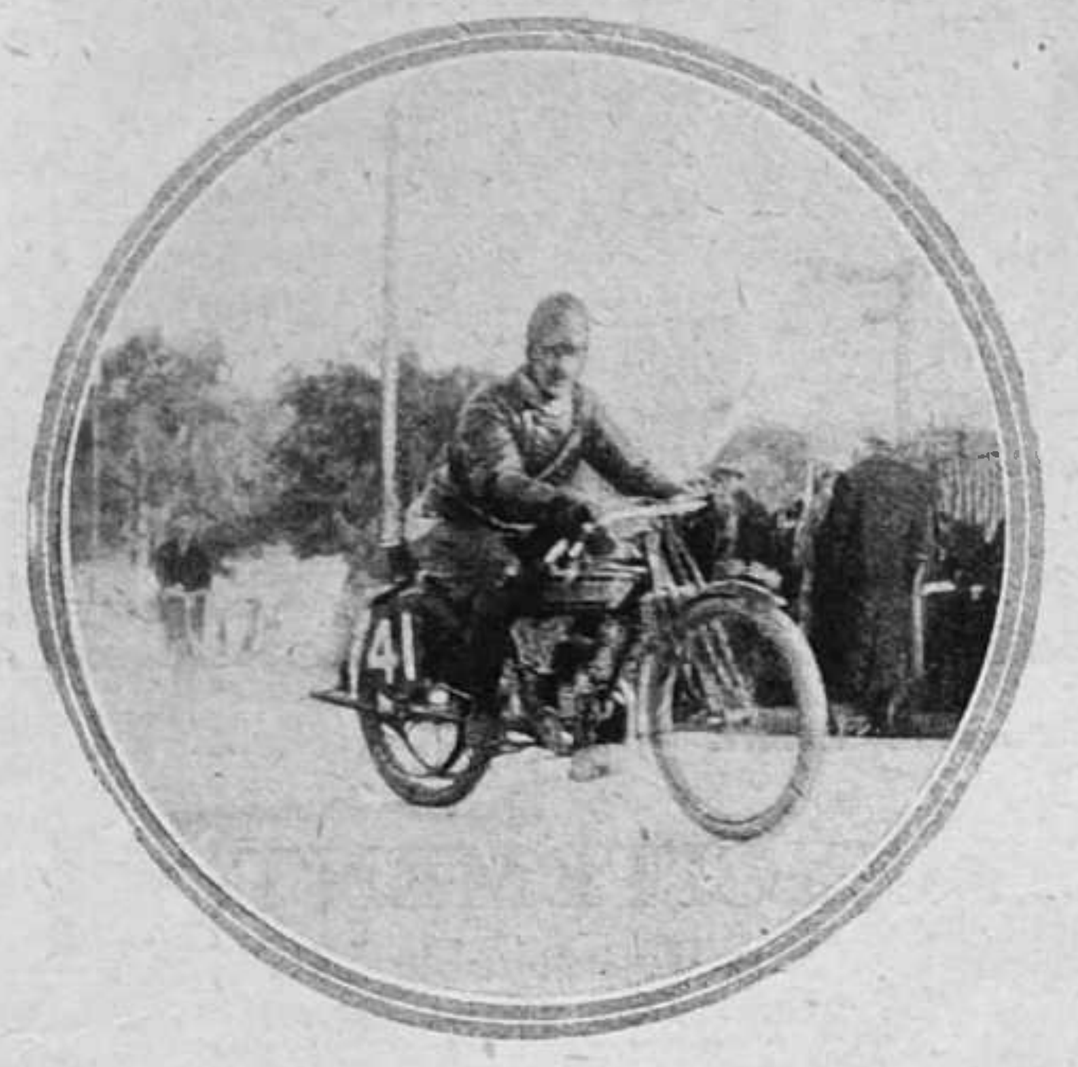
Douglas riders from Spain, Italy, Wales, Scotland, France and Australia.

Behind the Scenes (contd.)

The Sunbeam Depot.

Undoubtedly, one of the best-constructed machines in the Senior race is the Sunbeam. It looks a thoroughbred from front to back wheel. Compared with the frenzied activity of some of the depôts, the Sunbeam tuning shed presents a haven of rest. The machines as turned out from the works have given little or no trouble, and stand an excellent chance of the team prize in the Senior race. The most striking feature of these machines is their appearance of solidity and strength.

The riding position is ideal, and in practice the



Mr. E. Smith at speed on the Peco.

three riders, V. Busby, H. R. Davies, and C. E. Nokes, have been cornering in a wonderful fashion. T. C. de la Hay is the reserve man of the Sunbeam team.

A reserve rider has been credited with covering a lap in 44 mins., which works out at a speed of 51 m.p.h.! This is, of course, unofficial, but the Sunbeams can certainly "go some."

Trade Riders on Stoupe Brow.

On 9th May, seven well-known riders—F. Smith (Clyno), T. Stevens (3½ h.p. James), T. Silver (8 h.p. Quadrant), G. Hunt (6-8 h.p. Campion), W. H. Carson and E. Sidwell (Excelsiors), and A. G. Cocks (Connaught)—made a determined attempt to conquer Stoupe Brow, and all except Sidwell, who could not get his back wheel to grip, succeeded. Cocks was the only solo rider, all the others taking passengers up.

Stevens, on the 3½ h.p. James, made a star performance, going up splendidly with hardly a swerve and at a good pace. Smith (Clyno) had bad luck, as after a fine start and when near the finish he turned a somersault through taking a bend too fast for his narrow track machine.

This happened a second time on the steep bit near the bottom, but



A discussion on belts. Messrs. Pedley and Jack Woodhouse will be recognized.

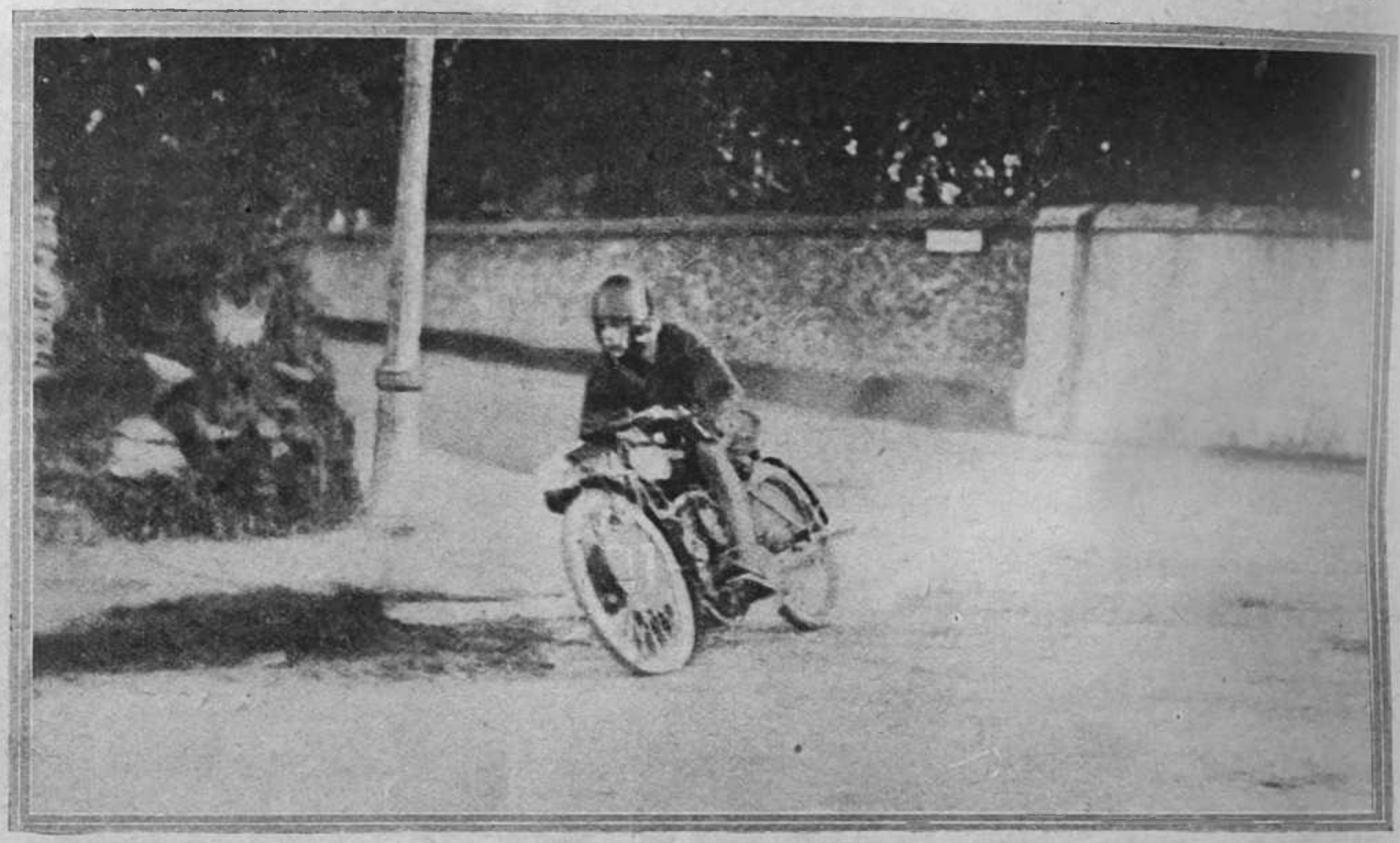
both times riders and machines came off scathless. After several attempts during which a smooth tread back tyre refused to grip he got a good start and made a successful climb.

Most of the other riders had roped their back wheels, but Smith did not, or he would have made a better performance. Hunt, on the Campion, did not rope his wheel till he found himself unable to get up at all; when he did do so he fairly romped up.

Cocks made a fairly clean ascent, and a very good one for such a small engine, but, of course, riding solo he had to use his feet a lot to keep himself upright. E. Sidwell's boat sidecar attracted a lot of attention.



In the Indian camp. Judging by the smiles of the competitors they seem confident of success.



An Indian machine taking Bray Corner.

A WEEK OF KEEN EXCITEMENT.

How the New Practising Regulations Worked—Some Remarkable Lap Times—Fine Riding by Newcomers—The Official Helmet Makes Good.

11th May.

Monday's Practising.

After the wretched weather experienced during the past week, everyone was much relieved when a strong gale on the Sunday dried up the roads considerably. So bad has been the grease over the greater part of the course that it has been a miracle the accidents were so few. As luck would have it, the greasiest patches have been on the bad corners, and often enough just where the riders have to brake hard before reaching them.

The road over the mountain was in places like a sheep track; if a machine was allowed to get off the central hump, which though rough is mostly dry, it was necessary to cut out in order to avoid a skid. Monday night continued fine, so that about 120 riders turned out for practice over roads which were in excellent condition.

Several sensational times are as usual reported, but as they are unofficial they must be taken with a grain of salt. Holden (B.S.A.), Alexander (Indian) and Brown (Rover) are, however, "almost officially" reported to have lapped in the neighbourhood of 47 mins.

One of the most remarkably consistent "stable" performances was that of the B.S.A. These seven riders started off within a few minutes of one another and finished up with the same gap after completing two laps. No trouble whatever was experienced, and all the times were in the neighbourhood of 50 mins.

So eager were many of the men to snatch the opportunity of getting in this time lap that they appeared at Quarter Bridge before the timekeepers. Everybody seemed to take the bridge remarkably steadily with the exception of a Rudge rider, who performed a most complicated skid but without much damage being done. We noticed, at Ballacraine corner, some excellent performances.

The B.S.A. men looked very distinctive with their A.-C.U. helmets painted a vivid yellow. This team, by the way,



THE SUNBEAM SMILE.
Mr. C. Nokes after a practice spin.

have officially christened themselves "The Canaries." At first we heard a good deal of grumbling with regard to these helmets, but all opposition has been effectively silenced by the fact that they undoubtedly saved the lives of Olsson and Herdman in their accidents last week. Amongst the first machines of interest to go by were the two F.N.s, driven by Mundy and White. It is a pity that the frames are not a little shorter and lower, as this would obviously make the steering more easy. Both, however, took the corners quite well. An Abingdon King Dick rider came in with his toolbag off, and we noticed that many of the machines were inclined to shed insecurely-fastened attachments, the most common cause of trouble being broken stand clips.

Adamson, the famous cornerist, was evidently taking things easily as he pottered round the corners on his Rudge. These machines, by the way, are attracting general attention, their clean and speedy lines and wonderful steering qualities being especially noticed. A Premier flew round at speed, the sound of this machine's exhaust being very peculiar. Shortly after a pair of Douglases cornered magnificently, being about as fast as any.

It is extremely difficult to recognize the riders in their leathers and helmets, a list not yet having been issued by the A.-C.U. giving riders' names and practising numbers.

A Bad Skid on Sulby Bridge—How Not to Take Corners—Kicking up a Stand when Travelling at Speed—A Mile a Minute through Kirkmichael.

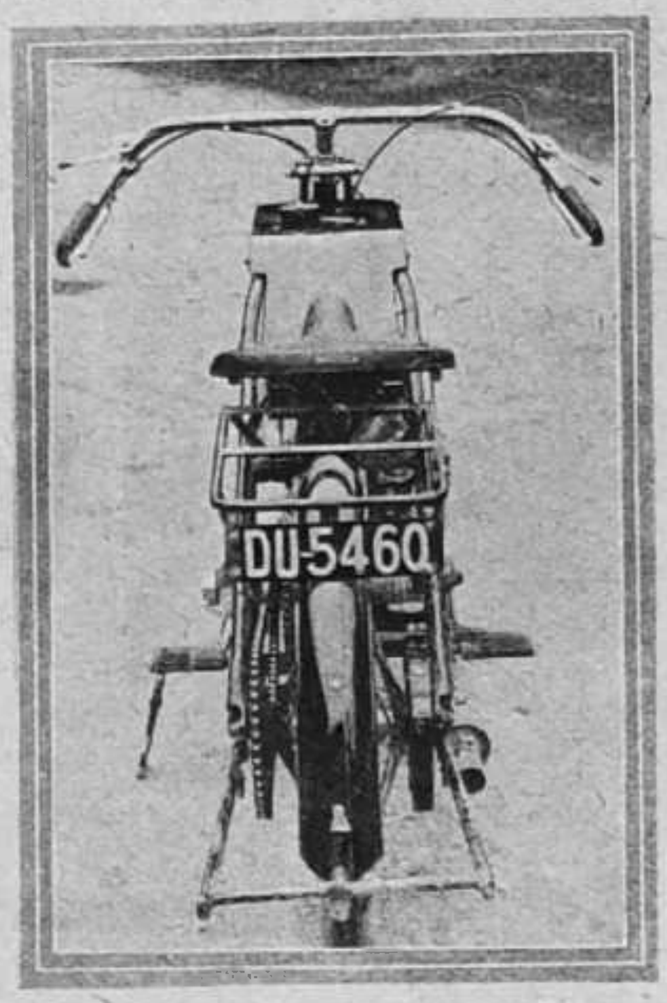
Sulby Bridge.

Shortly after Ballacraine, we came on Adamson (Rudge) replacing a broken exhaust valve, an unusual occurrence with these machines. As we stopped, a Norton flew by emitting a most penetrating crackle. Valve trouble seemed somewhat prevalent, as we passed a Premier rider having considerable difficulty in extracting a valve that had gone at the cotter pin, whilst later Axford (Zenith) broke a series of inlet valves at the same place, this, however, being due to a loose guide.

When we arrived at Sulby Bridge we found that Sheldon, on a 2¾ h.p. water-cooled Regal-Green, had approached the Bridge at too high a speed, and had to jam on his brake, causing the back wheel to skid, with the result that he charged the parapet. Damage amounted to a twisted frame, broken gear lever and a badly-bruised hand. This was another case of a rider attempting his first lap too fast.

An A.J.S. took the bridge in magnificent style, these machines being strongly fancied over here for the Junior Race. It must be remembered, however, that Bownass, on a 2¾ h.p. N.U.T., has put up several laps in considerably under 50 mins. His smash may, however, calm him down in a beneficial manner!

Duggie Brown (Rover) went round in an ideal fashion—not too fast and not too slow. Several of those that we noticed tearing round with legs and arms waving would do well to gather in a knot and pay Brown to show them how to take the bridge properly. A Singer rider especially gave an exhibition of how not to take the bridge, flying wide, skidding to a standstill, and starting up again amidst a series of heartrending conks. Surman (Alldays) was another who was just able, by locking his back wheel, to avoid disaster. Olsson (Zenith) was excellent, being fast and steady. Alan Hill arrived with weird noises coming from his Enfield, a broken piston apparently being the cause of the trouble. As he cheerily remarked, it could not have happened in a better place, Sulby Station being quite handy. Vernon Busby (Sunbeam) was another who did well. These machines have a splendid appearance, and will have an excellent chance of the team prize.



An unusual view of the T.T. Premier. Note the enormous width.

Soresby, on a 2¾ h.p. two-stroke Regal-Peco, went round in fine style. Three of these machines are entered in the Junior Race, and stand an excellent chance of finishing well up.

A thrill was provided by Noel Brown, who approached the bridge attempting to kick up his stand, and we half expected to see him thrown into the river, but the Indian just scraped round.

60 m.p.h. Through a Village Street.

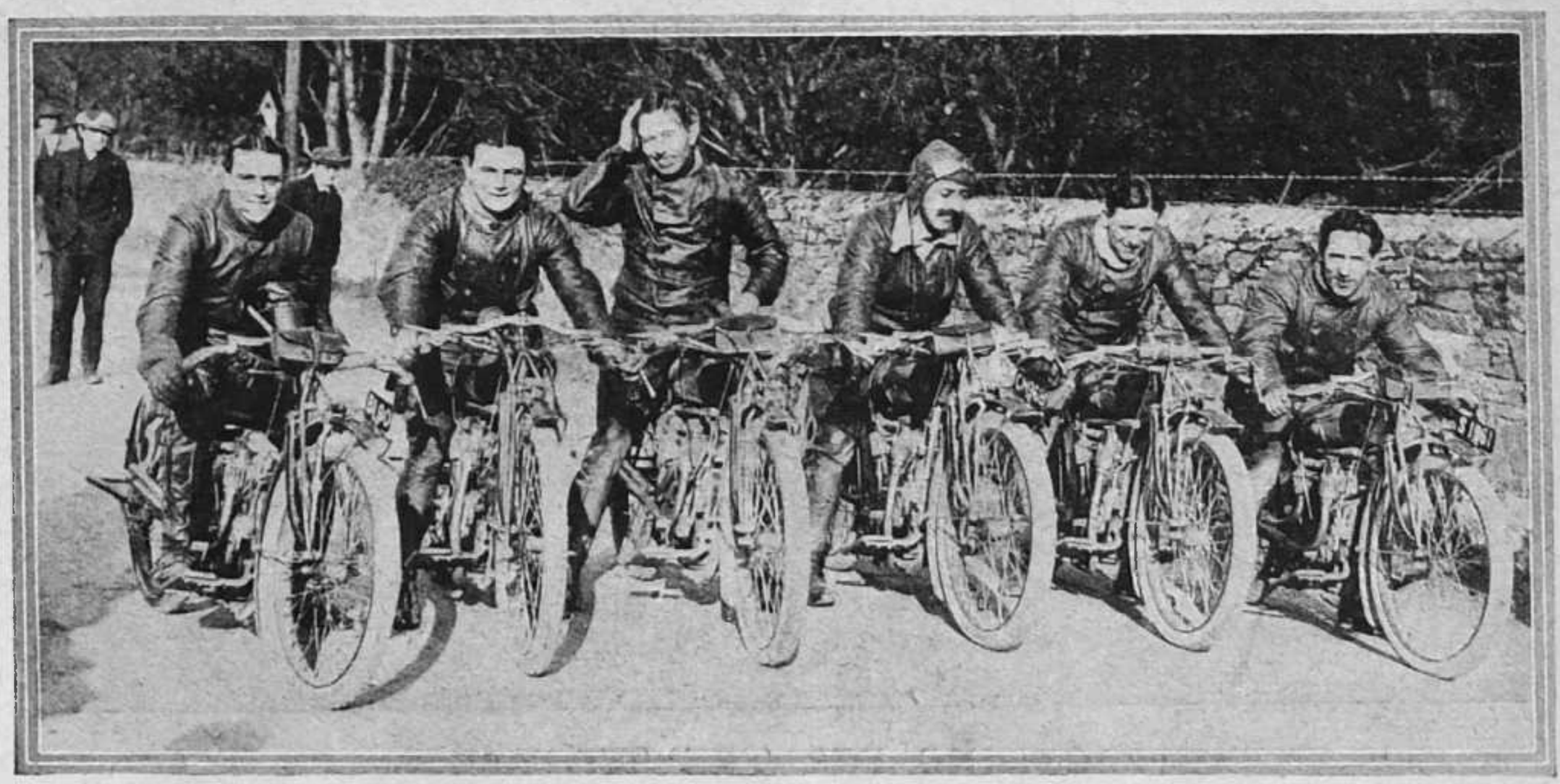
Through Kirkmichael the machines flew like the wind, a batch of Triumphs tearing through at a mile a minute, Abbott being especially fast.

Paul Derkum, the Indian rider, ran out of oil here, his tank being eventually replenished by the rider of a little two-stroke who, with the aid of ourselves, lifted the machine up and transferred the oil from the two-stroke's to the Indian's tank.

The competitors had now got well ahead of us, and consequently we were unable to observe on Ramsey. The long road over the mountain was clear of derelicts—quite a change from last year.

Monday Afternoon.

A fresh contingent arrived this afternoon by the "Ramsey." Amongst these were the Colliers, with their smart-looking Matchless machines. We noted that these were fitted with hub gears, which discredits somewhat the rumour that a two-speed countershaft was to be used. We also noted a batch of Rudge machines, Milner with a Levis, Barker with one of the two 2¾ h.p. o.h.v. Zeniths with direct belt drive, and a fleet of N.S.U. machines. The latter are fitted with hand-operated N.S.U. gears.



MILES AND MILES OF SMILES.
The Indian team on the course.

MORE PHOTOGRAPHS FROM THE COURSE.

PRACTISING FOR THE T.T. RACES.

(1) Mr. F. J. Walker gets a two-inch nail through the back tyre of his Enfield. (2) Mr. Vivian Olsson reports experiences of a blizzard on the mountain. (3) A B.S.A. rider on Quarter Bridge. (4) Some competitors crossing over—decidedly "off tune." (5) Mr. Hugh Mason taking Quarter Bridge at speed.

The Roads Improve—One of Last Year's Scotts Appears—Matchless Team Quite at Home—Reckless Cornering at Quarter Bridge.

Tuesday's Practice on Better Roads.

With the exception of some greasy patches under trees, the roads favoured the riders this morning. Matters soon began to liven up, and eventually about 75 competitors were out.

We had intended to get further out on the course, but a crocked machine forced us to take our stand at Quarter Bridge.

The first man we saw pass was A. T. Moffatt (3½ h.p. Zenith), who took the corner splendidly, showing excellent judgment. J. W. Adamson and C. T. Pullin started off on Rudge-Multis, their acceleration being fine along the straight stretch away from the bridge.

Obvious Danger.

This morning those who started off from this point were made to wheel their machines to the crown of the bridge in order, apparently, for the timekeepers to see their numbers easily.



The Premier Family at Kirkmichael. Mr. W. B. Little with the official spanner.

C. R. Collier and H. V. Colver put in their first appearance, and, needless to say, took the corner in perfect fashion. A Triumph, driven by Shemans, was extraordinarily fast, whilst the performance of the new Scott driven by Lovegrove was very disappointing.

Elwell, on a Douglas, was very nearly over, getting round by the skin of his teeth.

An N.U.T. rider, Boston, leaned over at such an alarming angle that his footrest touched, and Aslen, on a 4 h.p. Grandex twin, only just scraped round.



The N.S.U. team.

With riders hurtling down the approach, the danger of this is obvious. Why one of the horde of officials could not shout out the numbers whilst the others were in a safe position we cannot say, and it struck us that the whole proceeding was a mistake.

After Shakespeare, on a B.S.A., had flown round as fast as it was possible to take the bridge, we were surprised to note that Bowman, an amateur, on Applebee's last year's T.T. Scott, which Bowman is reported to have purchased for £10, had to take the road that leads to Douglas.

Designs on the Policeman (?)

As Bowman was travelling at about 25 m.p.h., we can only imagine that he had a desire to obliterate the whistle-blowing policeman who is always much in evidence at this point. R. F. James, on a 3½ h.p. N.S.U., swept wide, closely followed by a Sunbeam rider, who very nearly had a smash upon the left-hand bank.



"Busy" Bailey tuning his T.T. Douglas.

Some Fast Lap Times—The Course Becomes Greasy Again—A Remarkable Exhaust—Lapping on Touring Machines—Decorating the Helmets—A Likely Winner of the Junior Race.

The rest of the cornering provided but little incident, with the exception of two "star" turns by Lanfranchi (Douglas) and a Rudge rider. Both of these riders attempted to take the corner at an impossible speed. Lanfranchi was so mixed up with his machine that we could not see which was which for some seconds. The induction pipes and other parts were torn out by the roots, but the rider seemed to suffer no damage at all. The same can be said about the other, and we rather hard-heartedly must point out that both riders came off better than they deserved. Taking Quarter Bridge nearly all out is a ridiculous proceeding.

Several competitors' times round the bridge were taken. The following made the fastest times:—L. Cushman ($3\frac{1}{2}$ h.p. Premier), $4\frac{3}{5}$ secs.; G. W. Shepherd ($3\frac{1}{2}$ h.p. N.U.T.) and Jack Woodhouse (Quadrant), 5 secs.; R. Carter ($2\frac{3}{4}$ h.p. N.U.T.), $5\frac{1}{5}$ secs.; F. A. Maylott (B.S.A.), $5\frac{2}{5}$ secs.; Clayton (Triumph), $5\frac{3}{5}$ secs.; Lindsay (Rover), $5\frac{4}{5}$ secs.; and a Scott rider, 6 secs.

Notes.

We heard that Pullin's back brake came adrift on the mountain and ripped out several spokes, a piece of metal being thrown up into his eye, which had to be medically treated.

Barker ($2\frac{3}{4}$ h.p. Zenith) covered his first lap, though he had never seen the course before, in 59 mins., a magnificent performance.

Soresby (Peco) had plug trouble at Willaston.

Busby's (Sunbeam) oil tank had been filled up with machine oil in mistake.

Kickham's Douglas had a hole punched through the cylinder, owing to a broken valve.

Wardle (a James reserve) had a bad spill on the Bungalow corner, where Mason came to grief last year. His face was badly cut about and his back injured. A favourable report, however, was eventually received from the doctor.



Mr. Hugh Mason (N.U.T.) busy tuning in the garage.

Bell (in reserve) picked up a huge spike in his rear tyre on the mountain.

The following made the 10 fastest times:—O. C. Godfrey (Indian), R. Bownass (N.U.T.), C. B. Franklin (Indian). Clark (James), Davies (Sunbeam), Newey (Ariel) Maylott (B.S.A.), Gibbons (Zenith), Alexander (Douglas), Busby (Sunbeam).

Wednesday Morning's Practising.

The weather having again become wretched, practising to-day was by no means as cheerful as it was yesterday. Several parts of the course were in a very greasy state, and, consequently, the average times per lap were somewhat low. F. A. Applebee on his first round for this season, put in an early appearance at Quarter Bridge, and took the corner very cannily. Colver and Collier again came round in close company, the heat of the twin engines giving one an impression of power and speed.

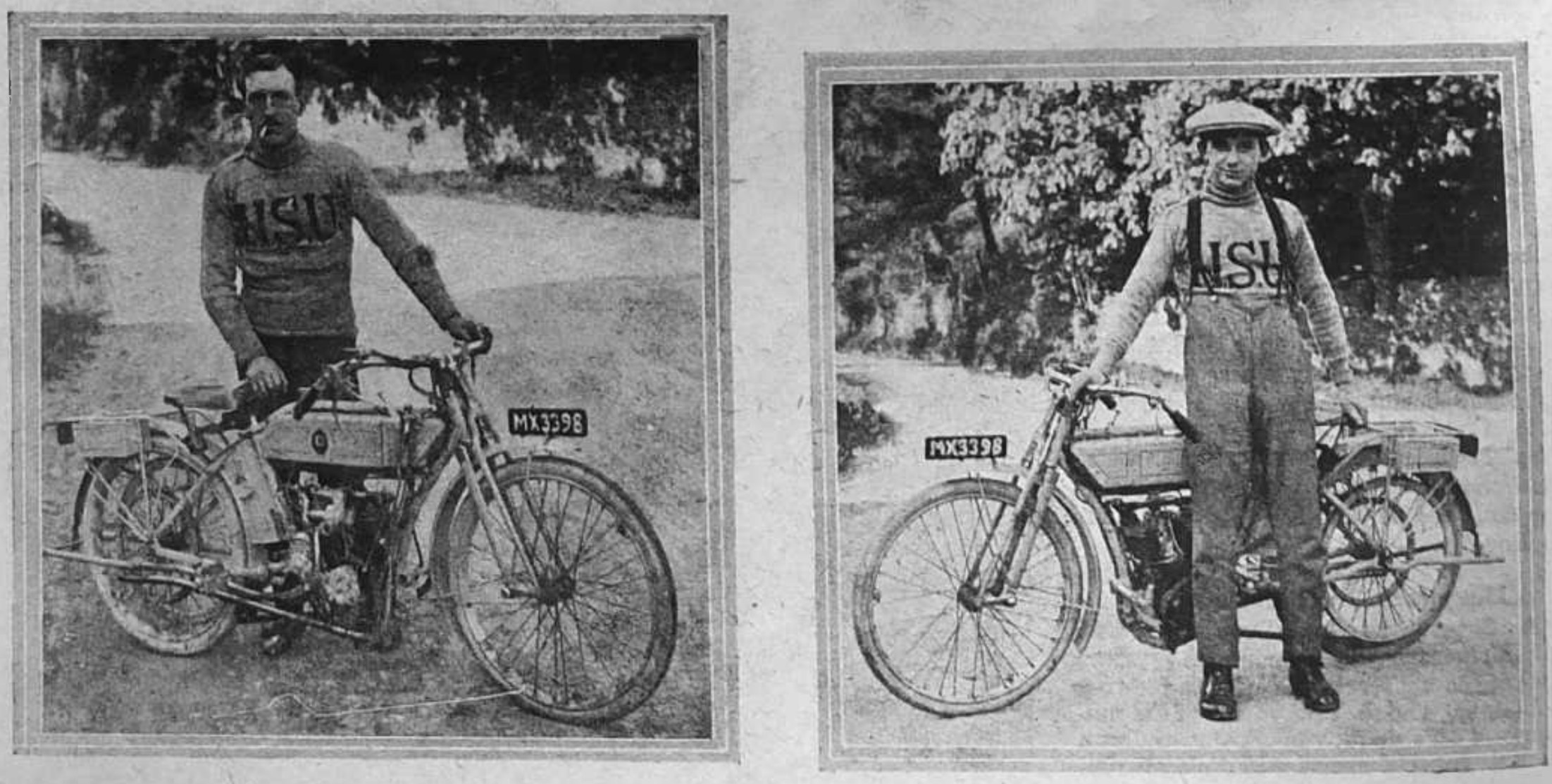
It seemed quite a meeting of the champions, for soon after Tim Wood hummed by, putting up quite a remarkable wobble over the bridge. Down the approach to the bridge we heard a machine with an ear-splitting bark approaching at speed; this proved to be H.C. Newman, on his water-cooled $2\frac{3}{4}$ h.p. Ivy-Precision. Along the straightaway from the bridge he hurtled at a terrific pace, the thunder from his exhaust being like a 60 h.p. car.

The performances here were very much the same as yesterday. We made the following notes:—

Young (B.S.A.) came in reporting thick mist on the mountain.

The crankcases of all the Triumphs after practice are nearly always spotless, this being a remarkable feature of these machines.

The coupled-up foot brakes with brass operating pedals of Berwick's New Hudson is an excellent idea; in case of a fall the pedals can be straightened instantly. Many of the Enfield riders have put



Two riders of $2\frac{3}{4}$ h.p. N.S.U. machines, Messrs. T. E. Erkelenz and F. Roberts.

Next Tuesday's "Motor Cycling" will Contain the First Complete Account of the T.T. RACES. ORDER IN ADVANCE or you may not Secure a Copy.

their racing machines by, simply lapping on semi-touring machines.

The variegated helmets certainly liven up the riders' attire somewhat, the smooth, external surface lending itself to the use of the paint brush. Colours range from canary yellow to a black and white check, whilst several riders have adorned their headgear with feathers.

Maylott (B.S.A.) arrived with Bizzy Bashall on his carrier.

A. J. Sproston arrived, saying that he considered the road good. He covered this, his first lap, in 55 mins.

The front wheel of Rex Mundy's F.N. was very nearly out of the fork-ends when he arrived. As Mundy said, no wonder the steering seemed more strange than usual.

One or two of the N.S.U.s were reported to have taken a rest on the mountain.

Kickham was riding on his last year's T.T. Douglas.

We heard that Heaton (A.J.S.) had charged Windy Corner at speed; the mud provided an excellent cushion.

B and B. Soresby, on the two-stroke Peco, is running splendidly, and should finish well up in the Junior event.

If Bownass, on his 2¾ h.p. N.U.T., keeps up his terrific speed for six laps, he is a winner.

Abbott (Triumph) accelerated away from Quarter Bridge as well as anybody.

None of the Indians seems to be ever going all out; have they got the race in their hands?

Riddel, riding a 3½ h.p. overhead-valve Precision, is one of the most dare-devil riders on the road. To see him on a corner is positively hair-raising.

The following made fastest times to-day:—C. R. Collier (Matchless), 53 mins.; Abbott (Triumph), 54 mins.; Anderson (Triumph), 51 mins.; Moffatt (Zenith), 54 mins.; Pullin (Rudge-Multi), 52 mins.; Brown (Rover), 54 mins.; Greaves (2¾ h.p. Enfield), 54 mins.; Alexander (Enfield), 63 mins.; Sheldon (Regal-Green), 61 mins.

Thursday's Practice.

Another bad morning—drizzling rain, mist on the mountain and all along the Su'by road.

We are beginning to wonder what sort of weather is to be faced next week, for, with one exception, we have had no good mornings.

Emerson and J. Harrison Watson were the first out on the initial spin round the course. They faced the corner carefully, and were evidently only jogging round, judging from their respective times of 1 hr. 35 mins. 30 secs. and 1 hr. 21 mins. 30 secs. Applebee, on a Scott, next passed with the lower part of his practice number—72—partly obliterated with exhaust oil.

The Scotts are easily the favourites of the local folk, all of whom are eagerly on the look-out for Tim Wood. The Singers ridden by Shirley and Horsman next came along, and it is evident that cornering on the hairpin is not one of Horsman's strong features. Smith nearly had his Regal-Precision in the ditch, and had to stop to retain his saddle. Iron (Enfield) did badly. Hands, whose Zenith failed to take him up to the bend, reported that his gear was out of order, and I noticed that he was riding minus exhaust pipes, but although his machine was very silent, this failing did not escape Mr. Phillpott's eye, for I noticed him recording the item in his ever-ready notebook. I fancy some of the men would like a peep inside it. Then came a sensation as E. Williams swept inside B. Haddock right on the extreme point of the hairpin, both travelling well. Both were on A.J.S. machines, and almost at once their fellow team mate, C. Williams, passed, making a great noise and with his coat ends obscuring his number plate. Muir's Calthorpe was another noisy one, and it got rather out of hand on the bend, causing him to get into the ditch, but he made a really wonderful



Some competitors have been complaining that the official A.C.U. helmet is not becoming. Our artist suggests some special trimmings to beautify the Manx millinery.

Fast Lap by the Peco Lightweight — More Mist on the Mountain — Good Cornering and Excellent Lap Times — Over 140 Competitors on the Road—Many Have Not Qualified.

recovery, greatly to the liking of the spectators, who are ready to appreciate good driving. Now someone shouts: "A man is going down the hill." Down goes Mr. Phillpott, and we learned from Alan Hill, the rider in question, that, as he put it, he had been officially "told off" for it. He reported shortage of oil as the reason for the failure to reach the hairpin, and, seeing no one coming, had turned round and run down the grade to get a restart.

At the Ramsey Hairpin.

Above the Ramsey hairpin the mist was truly terrible, it being practically impossible to see 20 yds. in front of the handlebars. Looming large in the mist we came on White (F.N.) hauled up with plug trouble. Sproston (Zenith) had skidded off through taking a right hand bend at speed, and was trying to pretend that he had stopped to keep White company.

Through the mist we heard the approaching roar of two two-stroke engines, these proving to be a Scott and a Levis. Both machines flew by and disappeared into the mist in a most uncanny manner, the riders, whose numbers we were unable to catch, apparently disregarding the grease. It was remarkable to note how the Levis was holding the larger machine. Wasling, on an Enfield, was travelling at a surprising speed, the long rise often enough proving a tough morsel for the small engines. Paul Derkum passed by at speed, being instantly swallowed into the mist.

At Windy Corner we came upon S. W. Taylor's Puch abandoned on the bend; Taylor had attempted to take the frightfully greasy corner much too fast and had landed well up in the hedge, sustaining a badly-cut chin and bruised chest. The grass bank facing the approaching road presented an extraordinary sight, it being cut about by what must have been numberless charges of skidding machines. The patterns of the treads of nearly every make of tyre on the market could be traced by the roadside, being eloquent witnesses of disasters narrowly averted.



The Indian team at home.

We learnt at Quarter Bridge that the following made good laps:—Soresby (Peco) 50 mins., Keyte (Enfield) 53 mins., Bownass (N.U.T.) 55 mins., Heaton and Williams (A.J.S.) 56 mins., Newsome (Rover) 48 mins., Lindsay (Rover) 48 mins., Brown (Rover) 49 mins., Godfrey (Indian) 51 mins., Adamson (Rudge) 51 mins., Busby (Sunbeam) 51 mins., Sheard (Rudge) 50 mins., Watson (A.B.C.) 48 mins., Quentin Smith (Triumph) 49 mins.

At Quarter Bridge.

14th May.

Another dull morning, but no rain. Riders reported the mountain roads bad and difficult to drive over—by reason of the banks of mist so constantly encountered. As the day for ceasing practice approaches, competitors realize that some of them must be up and doing in order to qualify for starting, whilst the crowd increases each day. This morning we have had over 140 individual riders pass—many of them twice—so that frequently men passed two and three together. It would have provided fine scope for some enterprising "cinema" operator, and, by tacking on the start and finish scenes, could quite easily be passed off as the actual race.

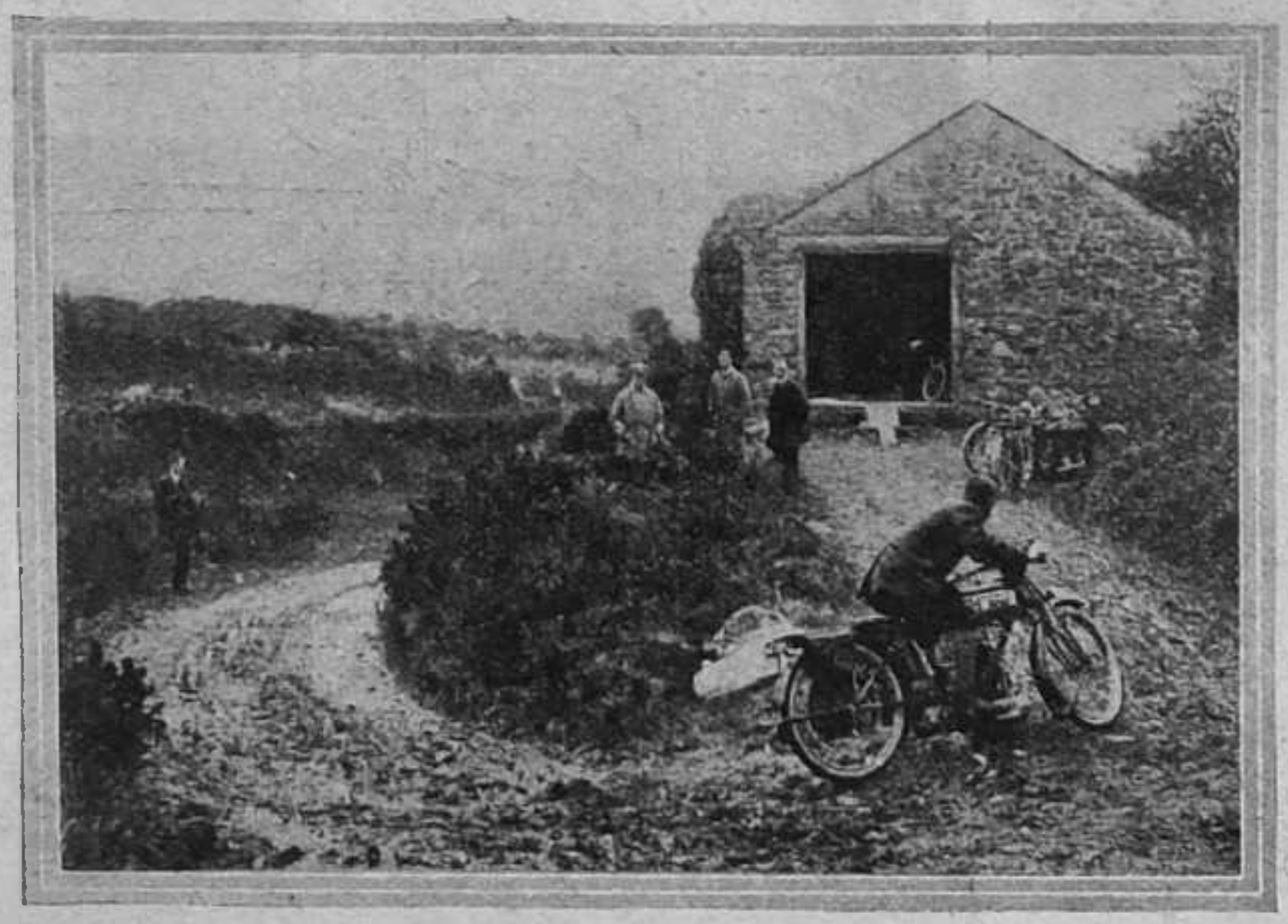
Knowles's red Humber attracts attention and has a healthy crackle. Watson and Emerson come along in company, with O'Donovan—out for the first time—closely in attendance. Later results show that Watson was making remarkably fast time, considering the conditions, which were not conducive to speed.

Bownass has apparently finished with his Junior N.U.T., as he is out this morning on his Senior machine, and if we were tipping winners we would suggest that whoever cracks him should be the victor. Two men pass close together—Cocker and Boyton they turn out to be—and they have a battle royal away on the upgrade from the hairpin, Cocker apparently securing the advantage. Jenkins is again out on a Senior N.U.T. and takes the corner well this morning. Later in the day we see him with his Junior mount, just arrived on the afternoon boat.

Longton turns out again this morning and has apparently forgotten the corner, for he just missed the ditch, and Wasling has to run inside him to avoid a collision. Alexander, Franklin and Surman all pass together.

Hands again has a narrow escape of a fall. White is getting more used to his F.N., for he corners quite nicely this morning.

Longton stops to have a word with Mr. Phillpott, and this gives us a chance to note his mount; it is a very low-



An Ariel rider practising for the Ramsey hairpin.

Several Charge the Bank—Fine Performance of Cocker on a Triumph—Many Islanders Averse to the Closing of the Roads—Cornering at Ramsey.

riding position, the tank being very peculiarly shaped—not too elegant. It is somewhat thick and wide at the front and tapers to a point. It is enamelled a brilliant royal blue with scarlet lining.

Bell rode right into the ditch and out again, but was not travelling fast, he might have been on a reliability trial—making up time.

Sheldon rode rather wide—at a very acute angle—his footrests touching the ground, but he saved himself very cleverly.

The N.U.T. reserve rider was in trouble, having lost his magneto driving chain.

Tim Wood was out on Bowman's plated Scott, having discovered a slight flaw in his frame just before coming out and being desirous of putting in a qualifying lap, in view of the few days left.

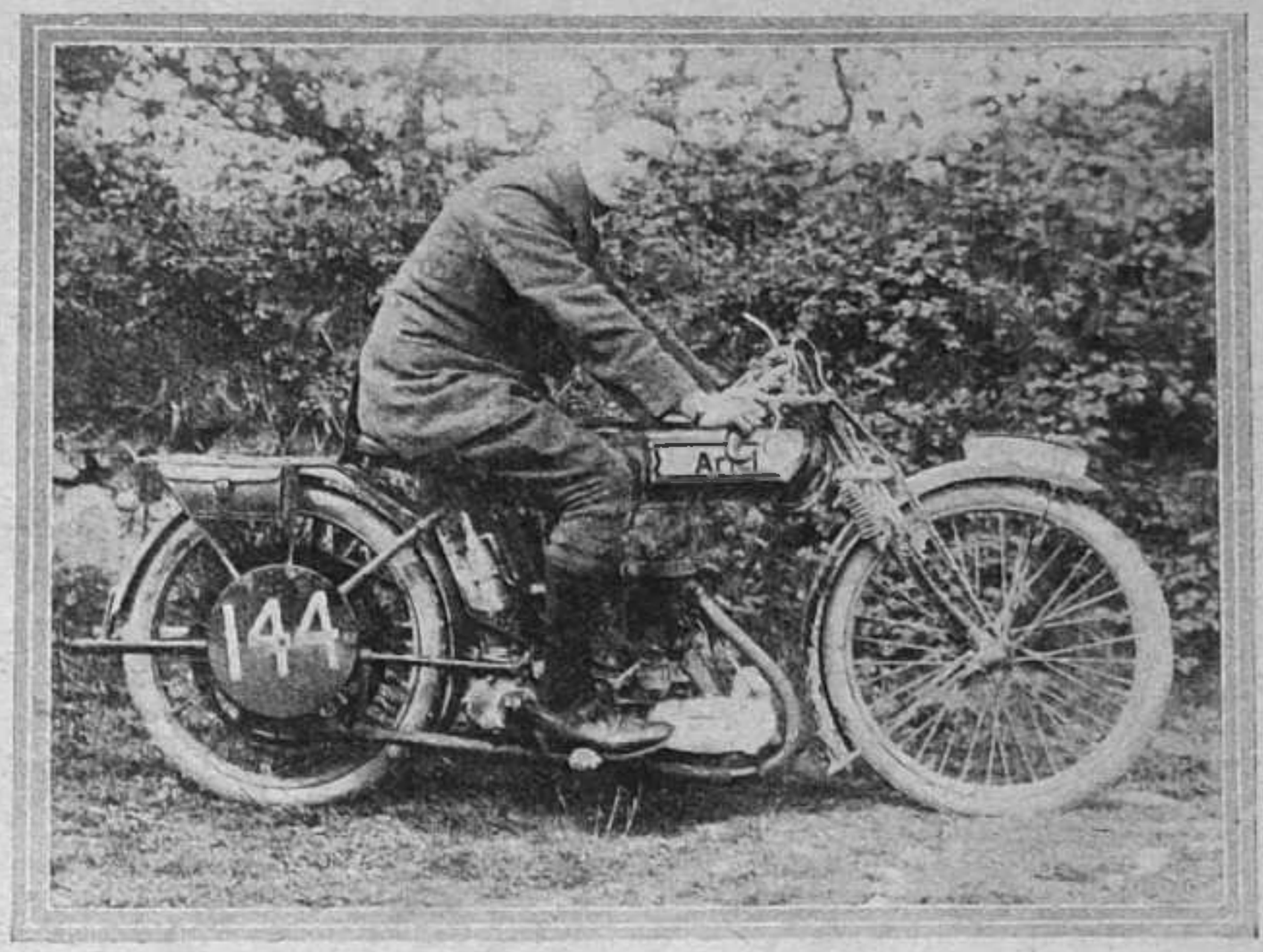
Horsman apparently cannot get the hang of the hairpin, for he bungled it again, much to the amusement of Stanley and others, who were taking stock of the cornering.

Cocker put up a fine performance this morning, doing 49-40 for the lap, notwithstanding the fact that it was his first time out this year, and also his first ride on the Triumph.

We ran down to Douglas to see the boat in, but there were not many machines on board. Mr. Loughborough and the Rev. Greenhill arrived.

Performances on the Ramsey Hairpin.

Aslen, on the Grandex Precision, charged the bank—but without injury—owing to his exhaust lifter wire breaking. We notice several men are adopting the very necessary practice of fitting a magneto cut-out switch—for emergency use.



Mr. F. K. Langton, and the Ariel which he will ride in the Senior T.T.

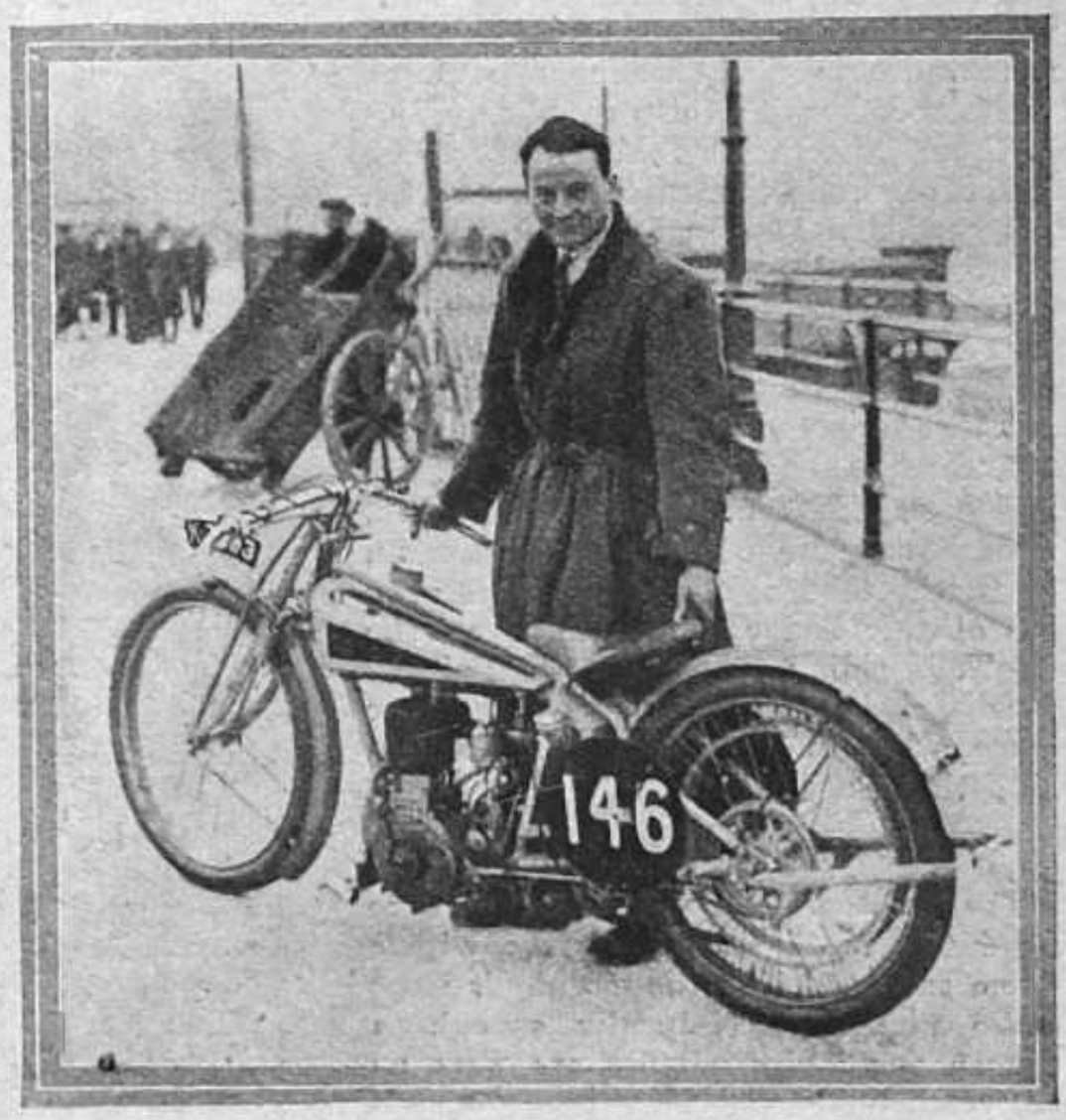
Kickham and Bell (reserve F.N.) both stopped for a while to take a lesson—by observation—on cornering at this point.

H. C. Newman's violet-coloured Ivy is somewhat noisy, but seems speedy, and gets away up the hill well. Another in the ditch—No. 4—Wasling, on an Enfield, this time. Now comes the people's favourite, Tim Wood, and a great cheer goes up as he steadily wends his way round the corner.

Vaughan Knight fails to get round, and runs on the grass to avoid a spill. Jenkins, a Liverpool rider of an Ivy two-stroke, stops just below the hairpin, and we note he is on a twin-cylinder. His reason is non-receipt of T.T. mount, and as he is hard pressed to get his requisite practice laps in he is using one of Newman's spare mounts, the gear of which has failed—leaving him only a top gear of 4 to 1. Chatting with Lloyd, the



Mr. McMeekin, Jun., astride his T.T. Rudge-Multi.



One of the new T.T. Alldays machines and its driver, Mr. W. H. Longton.

First Day of Perfect Weather—Accident to Howard Newman—Smith's Peco on Fire—Gear Trouble.

custodian of the Triumph team, we learn that Stanley and Cocker both arrived last evening, and that probably Cocker will qualify in case a reserve driver is needed.

Permits to be on the course are very difficult to obtain—for use after practice hours—and Kenneth Holden had considerable trouble to persuade Mr. Phillpott to-day that it was absolutely necessary for him to take a sidecar out to fetch back a B.S.A. rider who had broken down about Sulby, and even when permission was granted a strict instruction was given that they were to keep off the course wherever possible.



The Sunbeam Team.
From left to right, T. C. de La Haye (reserve), C. E. Nokes, H. R. Davies, V. Busby.

The A.-C.U. are evidently trying to keep in the good books of the islanders, many of whom are very much averse to the closing of the roads.

All day long the representatives of the various tyre, petrol, oil, etc.. firms are running to the riders' headquarters round the island, keeping them supplied. Riding back from Douglas this afternoon, we met Messrs. Bartleman (Clincher tyres), Albert (Anglo-American Oil Co.), "Oily" Castrol, George King (Hutchinson's), amongst others, and by reason of the fact that in each case we met on a corner, it really appeared that all the accessories firms were on the road.

Owing to the illness of P. H. A. Matthews, Messrs. Rudge-Whitworth, Ltd., have arranged for J. W. Adamson, of Perth, to take his place. Adamson has already had considerable experience of T.T. riding. In 1910 he finished fourth, being the first private owner home, while in 1912 he was sixth and in 1913 thirteenth.

Friday's Practising.

The weather conditions to-day were absolutely ideal, a cloudless sky with a warm sun rendering the morning's work quite pleasant. Naturally enough, a tremendous lot of competitors were on the road, but nevertheless it seems as if several will not be allowed to start, owing to the fact that they have not covered their specified laps. Unfortunately the morning was marred by the most serious accident that has occurred during practice. Howard Newman ($2\frac{3}{4}$ h.p. Ivy-Precision) had taken Bray Hill all out and was speeding along the road to Quarter Bridge, when a boy about 12 years of age ran across the road in front of him. There was not time for Newman to swerve, and he struck the unfortunate child a terrific blow. The boy was more or less seriously injured, but Newman, thanks greatly to the A.-C.U. helmet that he was luckily wearing, came off fairly lightly. It is hoped, at any rate, that Newman will get well enough to ride in the Junior Race, which he stands an excellent chance of winning. Strangely enough, a great many competitors suffer from tyre trouble, the mountain road being lined with riders making roadside repairs. We sincerely hope that there has been no foul play, as there was in the Circuito d'Italie, where certain nefarious persons scattered nails about broadcast. Smith's Peco, which has been running excellently, caught fire owing to a leaking tank dropping petrol on to his exhaust box. His team mate, Soresby, was luckily able to come to his rescue, and the flames were extinguished without serious damage being done to the machine. Sproston (Zenith). after putting in a very fast lap was pulled up in his second with a burst



Keeping fit—The Triumph Team "up the pole."



Tyre troubles have been numerous. The photographs show Mr. J. W. Adamson attending to his Rudge.

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First in class 7 and
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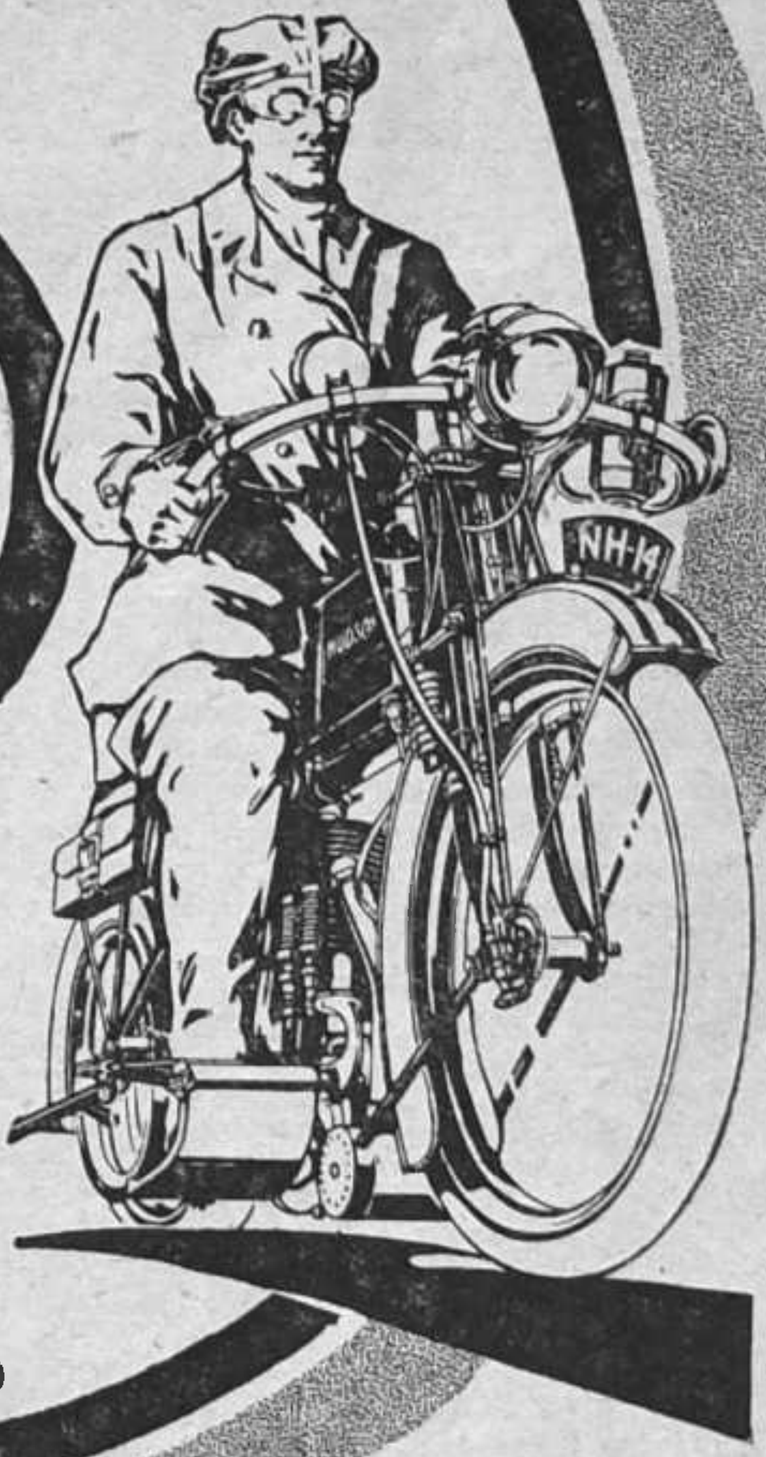
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Mr. R. DRINKALL, non-stop run.
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C30 KINDLY MENTION "MOTOR CYCLING" WHEN CORRESPONDING WITH ADVERTISERS.

Accident on Kirkmichael Bridge—Speeds of 80 m.p.h.—Greatest Skid on Record—Likely Winners.

piston, whilst Moffatt experienced a similar trouble. C. R. Collier was passed mending a puncture near Creg Na Baa, whilst many reported trouble with their hub gears. Bolton (Douglas) was held up at Sulby, the second morning in succession. Yesterday he charged the bank, whilst this morning a broken valve caused his stoppage at the Ramsey hairpin. White (F.N.) caused some excitement by sweeping wide, endangering several people's lives. This machine and that of Mundy's have put up latterly some good lap times, but both riders are having trouble with plugs, it being very difficult to find plugs that will stand up to the work of such a high-speed engine. Several of the new N.S.U.s found the mountain a shade too steep, and had to rest awhile by the roadside. The fastest times to day are:—Pratt (2¾ h.p. Calthorpe), 47 mins.; H. Mason (N.U.T.), 48 mins.; Kickham (Douglas), and Barker (Zenith), 54 mins.; Alexander (Enfield), 56 mins.; Pollack (James), 49 mins.; Derkum (Indian), 49 mins.; Gibbons (Zenith), 49 mins.; Alexander (Indian), 48 mins.; Sirett (Motosacoche), 47 mins.; Sproston (Zenith), 47 mins.; Boyton (Triumph), 46 mins.; Davies (Sunbeam), 45 mins.; Riddell (Calthorpe), 49 mins.; Godfrey (Indian), 47 mins., and Moffatt (Zenith), 44 mins.

Saturday's Practising.

Saturday, the last morning but one on which practising may be carried out, proved to be dull and dreary.

An extraordinarily heavy mist rendered speed over the mountain almost impossible, and altogether the day's proceedings were very dull. News came in to Quarter Bridge, however, that A. Wray, on an H.G. A.B.C., had come to grief on Kirkmichael Bridge, cutting his face pretty severely. A doctor was soon in attendance, who reported that the injuries were not serious.

We heard that a team manager, who was clocking some of the members of his team over a flying kilometre, had timed one of the Matchless machines at a speed of 80 m.h.p. We have heard reports during the week as to the speed of these



One way of carrying tools.

machines, but 80 m.p.h. is truly remarkable. Lovegrove, on the Scott, was cornering magnificently everywhere, but it is a very open question if the first Scott home will be one of the new type.

The greatest skid on record was achieved by Axford (Blumfield-Zenith); the engine suddenly seized up solid just before Kirkmichael, and Axford skidded 76 yds. before coming to a standstill. This extraordinary distance was measured by two other riders, the track of the tyre being plainly visible. Quentin Smith, using his last year's T.T. engine in his Triumph, lapped in 47½ mins., which, taking into consideration the weather conditions, is a wonderful performance. The Triumphs, by the way, are running on the new B. and B. carburetter that has a jet with four small holes in the top.

Duggie Brown (Rover) came in on another rider's carrier, having broken a piston ring, with a consequent loss of compression; he decided to leave his machine sooner than risk a scored cylinder.

Just as practice was over, Heaton (A.J.S.) came into Quarter Bridge, reporting that Langton (Ariel) had had a bad spill near Union Mills through a



Tuning up. Luis de Arvana and his T.T. Douglas.

burst back tyre. Heaton just managed to shave by, and, returning, found that Langton had sustained injuries to his leg. A doctor left at speed, but at the time of wiring we have not heard his report. About 25 riders have not qualified, and, consequently, will have to get busy on Monday morning.

Probable Winners.

After the week's practising it ought to be fairly easy to pick out the winners of the two races, but it is a very open question. We think the following will finish well up:—

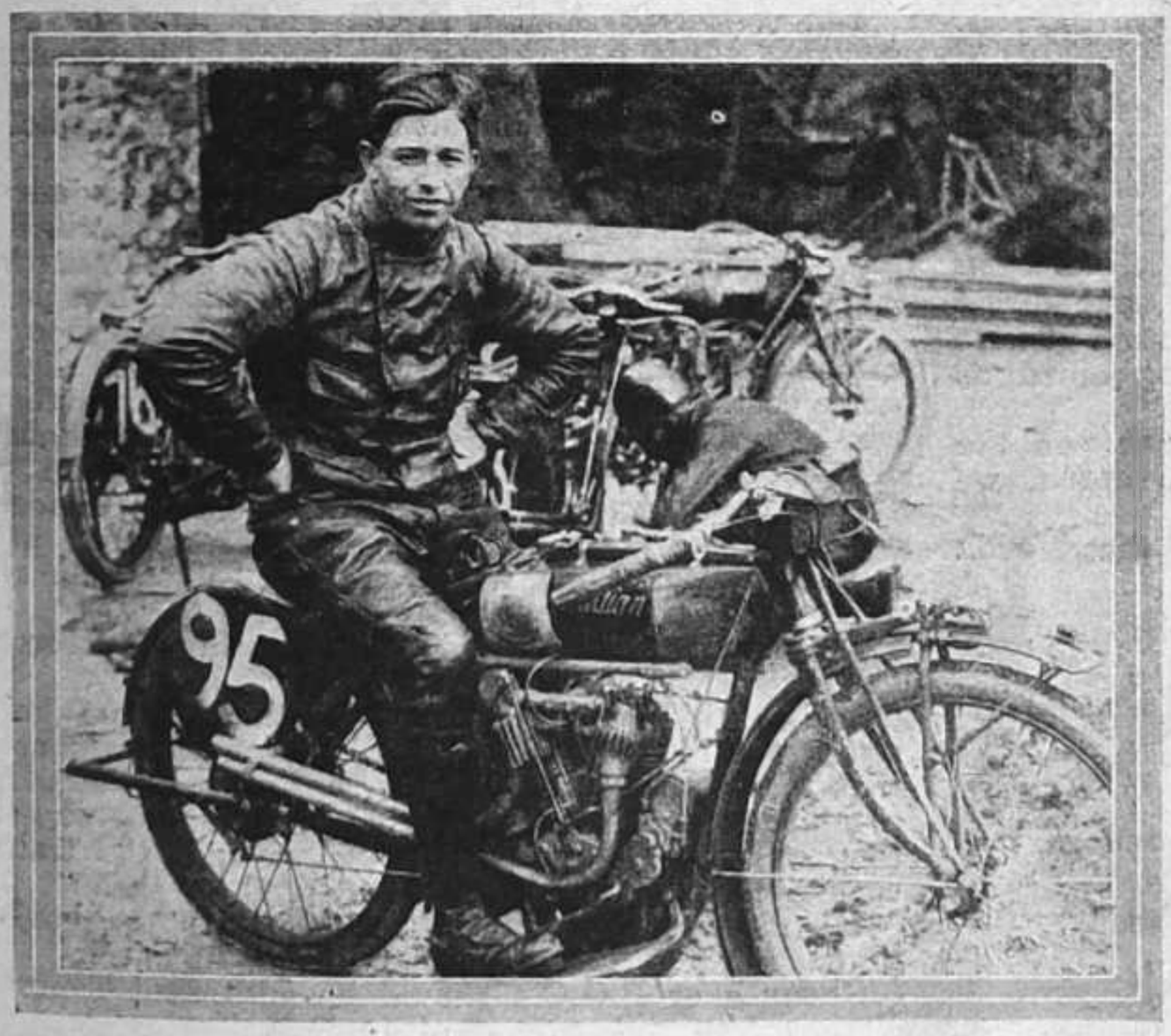
Junior: Bowmass (N.U.T.), Newman (Ivy-Green), Barker (Zenith).

Team prize: A.J.S.

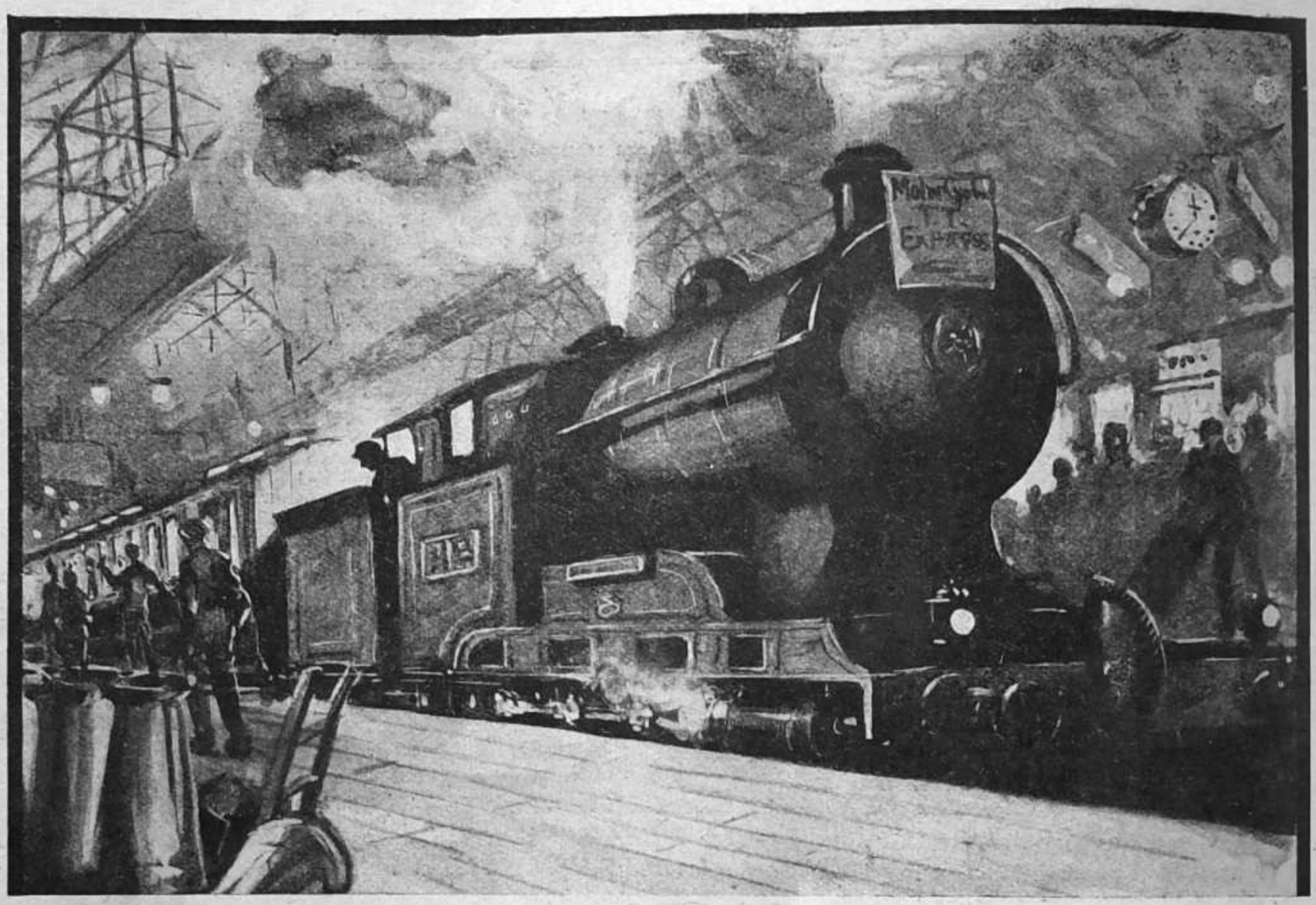
Senior Race: Adamson (Rudge), one or two of the Indians, Applebee (Scott), Shemans (Triumph), Colver (Matchless).

Team prize: Sunbeams.

c31



Paul J. Derkum, the brilliant American rider and his T.T. Indian.



"MOTOR CYCLING" SPECIAL T.T. TRAINS.

Two Special Expresses Chartered to Accommodate All.

WHEN we first announced that, provided sufficient support were forthcoming, we were prepared to charter a special train for those of our readers who wished to see the Senior T.T. Race in the Isle of Man, we did not dream that our idea would be hailed with such enthusiasm. But our readers are never half-hearted, and, as usual, they have shown their appreciation by sending in applications for tickets by the score, and at the time of going to press inquiries by letter, telegram, and telephone continue to come at such a rate that it has been necessary to charter two special trains, one direct from London and the other from Coventry. These trains will run separately instead of being joined, as at first arranged.

For the benefit of those who did not see the announcement in last week's MOTOR CYCLING, we reprint the chief points below:—

The following is the time-table of the MOTOR CYCLING T.T. express:—

Euston Station ...	7.40 p.m.	Wednesday.
Coventry	8.45 ,,	,,
Birmingham	9.15 ,,	,,
Wolverhampton ...	9.55 ,,	,,
Stafford	10.14 ,,	,,
Liverpool	11.30 ,,	,,
Douglas	6.0 a.m.	Thursday.
RETURN.		
Douglas	4.0 p.m.	Thursday.
Liverpool	9.10 ,,	,,
Wolverhampton ...	11.0 ,,	,,
Birmingham	11.28 ,,	,,
Coventry	12.0 ,,	,,
Euston	2.0 a.m.	Friday.

c32

Our special train will enable the Londoner to see the Senior Race at an expenditure of only 22s. 6d., and Birmingham and Coventry readers may have the same advantages of a separate special train for 12s.

The return to London in the early hours of the morning will give time for a rest before business hours on Friday. We have arranged these times as we know so many find it difficult to be away from business for more than one day.

The MOTOR CYCLING T.T. express will include dining cars, in which excellent dinners and suppers will be served at 2s. 6d. and 2s. per head, and breakfast will be taken either on the boat or on arrival at Douglas.

Club secretaries who would like to have special saloons for their members can book them for a slight extra cost. If 20 members of a club take tickets they can have a specially-reserved saloon for an additional charge of 1s. per head; if the number is fewer than 20, the £1 charged for a saloon may be equally divided among those who take tickets. The saloons are luxuriously furnished, and there will be seats for all at the tables.

A special carriage has been reserved for MOTOR CYCLING Gipsy Club members.

Ladies will be interested to know that many of their sister motorcyclists will be travelling on the train, and that Mrs. Hardee, the well-known rider, has already announced her intention of bringing a party of her lady friends. If many other ladies join the train, special compartments can be reserved for them.

We must impress upon our readers that they should purchase their tickets from this office at once.

Cheques or P.O.O.s should be addressed Temple Press Ltd., and addressed to T.T. Trains, MOTOR CYCLING, 7-15, Rosebery Avenue, London, E.C. Tickets will be sent off at once.



The
Snowdon Test.

When Mr. R. E. Grice climbed Snowdon on his Ixion Lightweight 2-stroke Motorcycle, he used a

STURMEY-ARCHER
3 Speed Motor Hub

and the manufacturers of the machine write:—"The machine was fitted with a Standard Sturmey-Archer 3 Speed Motor Hub of the J type purchased from you during 1913. The high gear had a ratio of 5½ to 1 and the gear was ***ABSOLUTELY STANDARD***. The whole of the climb was accomplished without the slightest trouble, and without a single tool being used on the machine."

Save your engine, reduce your expenses, and increase your pleasure by having the Sturmey-Archer 3 Speed Motor Hub.

Send for booklet—fully explanatory and free.

STURMEY-ARCHER GEARS, Ltd.,
NOTTINGHAM.

THE

RELIABLE SUNBEAM

Demonstrates its remarkable flexibility in the Matchless Cup Trial.

Mr. A. O. Gilby (a private owner) riding a 3½ h.p. SUNBEAM, made the best SOLO performance—the fastest re-start and acceleration—and the slowest solo in the slow-running test.

In the Coventry & Warwickshire Trial, 2nd May.

Mr. H. R. Davies, driving a 6 h.p. SUNBEAM and Sidecar, won the GODIVA GOLD CUP for the best all-round performance of the day. RELIABILITY, SPEED and SLOW RUNNING.

In the Cumberland County Club's Reliability Trial, 30th April.

Mr. G. S. Rutherford (a private owner) riding a 2¾ h.p. SUNBEAM, was placed FIRST and was the only lightweight to survive the course.

In the Cumberland County Club's Reliability Trial, 10th April.

A 3½ h.p. SUNBEAM and sidecar won the PAPE TROPHY. It was the only 3½ h.p. with sidecar to finish.

In the Bristol Open Trial, 18th April.

Mr. A. O. Gilby, riding a 3½ h.p. SUNBEAM, won the RUDGE CUP for the best performance by a private owner riding solo.

FOR RELIABILITY UNDER ALL CONDITIONS, SUNBEAM TRANSMISSION AND SUNBEAM WORKMANSHIP SCORES EVERY TIME.

List free from — JOHN MARSTON, Ltd.—9, Sunbeamland—Wolverhampton.



The Perils of Pillion Riding—A Traffic Trick—Bad Example of a Police Trap—Speedways for Motorists Only.

The daily Press lately has been pointing out the dangers of pillion riding, and some of the correspondents who have been airing their views have been calling upon the authorities to make it illegal to carry a passenger on the carrier of a motorcycle. Of course, much that is written on the subject of pillion perils is exaggerated, and I cannot agree with those folk who want a grandmotherly legislation to prevent people taking any risks. We should be a flabby race if we gave up every sport that had an element of danger in it.

Motorcycles would not be so perfect to-day if there had been no T.T. races in the Isle of Man, and aeroplanes would have remained in their first crude state if there had not been a supply of young men who thought many things more serious than risk of life. We recognize that he who is afraid of running risks occasionally is only half a man, but, with regard to the subject of pillion riding, I think the case is rather different. One may run risks one's self, but I think one ought to consider the safety of a passenger, and no one will deny that in certain circumstances there is a good deal of danger in pillion riding. In the first place, it is a fact that the majority of girls, who are usually the passengers, are incurable speed merchants, and find no fun in the sport unless their drivers treat them to an occasional "blind." The really experienced and cautious driver does not as a rule appeal to them so much as the more dashing youth. The danger of skidding is also a real one. I have heard some motorcyclists say that they never take a pillion passenger in wet weather, but I should like to know how they can be certain when they go out in the morning what the weather will be like on the return trip at night. Many a time I have seen them coming home to London after a day's run, and have watched the anxious faces of the drivers as they have negotiated greasy tramlines and slippery asphalt, and I must say I have not envied the drivers the extra responsibility of the safety of the passengers depending upon them in such circumstances.

The real solution of the passenger-carrying problem is the sidecar. If properly designed and driven in a reasonable way, I do not think there is any doubt that the modern sidecar is actually the safest vehicle on the road, mainly owing to its non-skidding qualities, but it must be remembered that every sidecar outfit is not well designed. The heavy machine and very light attachment is not safe except in the hands of an expert, but the medium-powered machine, with a fairly heavy sidecar, is an outfit to my mind far safer than anything on two or four wheels.

The other day I went for a little run in London with a very expert sidecar driver, who showed more dash, combined with skill, in traffic than anything I have seen for a long time. He remarked that he did not think anyone need have a collision if one knew a certain trick, which enabled him to stop dead. This he proceeded to show me in the middle of a somewhat busy street. First he gave a little swerve to the right, then to the left, touched the brake at exactly the right moment to make the back wheel skid slightly, and we swung round at a right angle to our original line of direction, so that both sidecar and back wheels were acting as brakes. The trick would be risky at any but low speed, and I should hardly recommend anyone to try it for the first time anywhere but on a deserted country road.

The tail-light problem still seems to worry a good many sidecarists. Personally, I favour electric rear lamps, which I have used fairly regularly since the regulation came into force and have found perfectly satisfactory. Acetylene, however, has many advantages, and I think the neatest arrangement I have seen is a lamp supplied by the same generator as the headlight. In this case, instead of rubber tubing, a thin copper pipe conducted the gas underneath the tank and then along the carrier to the lamp. The tube was enamelled the same colour as the machine and was almost invisible.

C35

Sidecar Topics (contd.).

A few weeks ago I had the misfortune to be stopped by the police for driving without a rear light. I had on that occasion a small acetylene lamp which I presume was put out by a particularly bad jolt. I put the case into the hands of the A.A. solicitors and sent them a letter which I asked them to show to the magistrates. In this I explained that I had taken all possible precautions to keep the lamp burning and had, on being told it was out, relighted it in the presence of the policeman, which proved that it was not defective. This defence was admitted and the case was dismissed, but I had to pay 9s. 6d. costs.

I mention the experience because there may be many sidecarists who do not know that some time ago the A.-C.U. obtained a ruling that fines could not be inflicted if the magistrates can be convinced that all reasonable precautions were taken to keep a rear light burning.

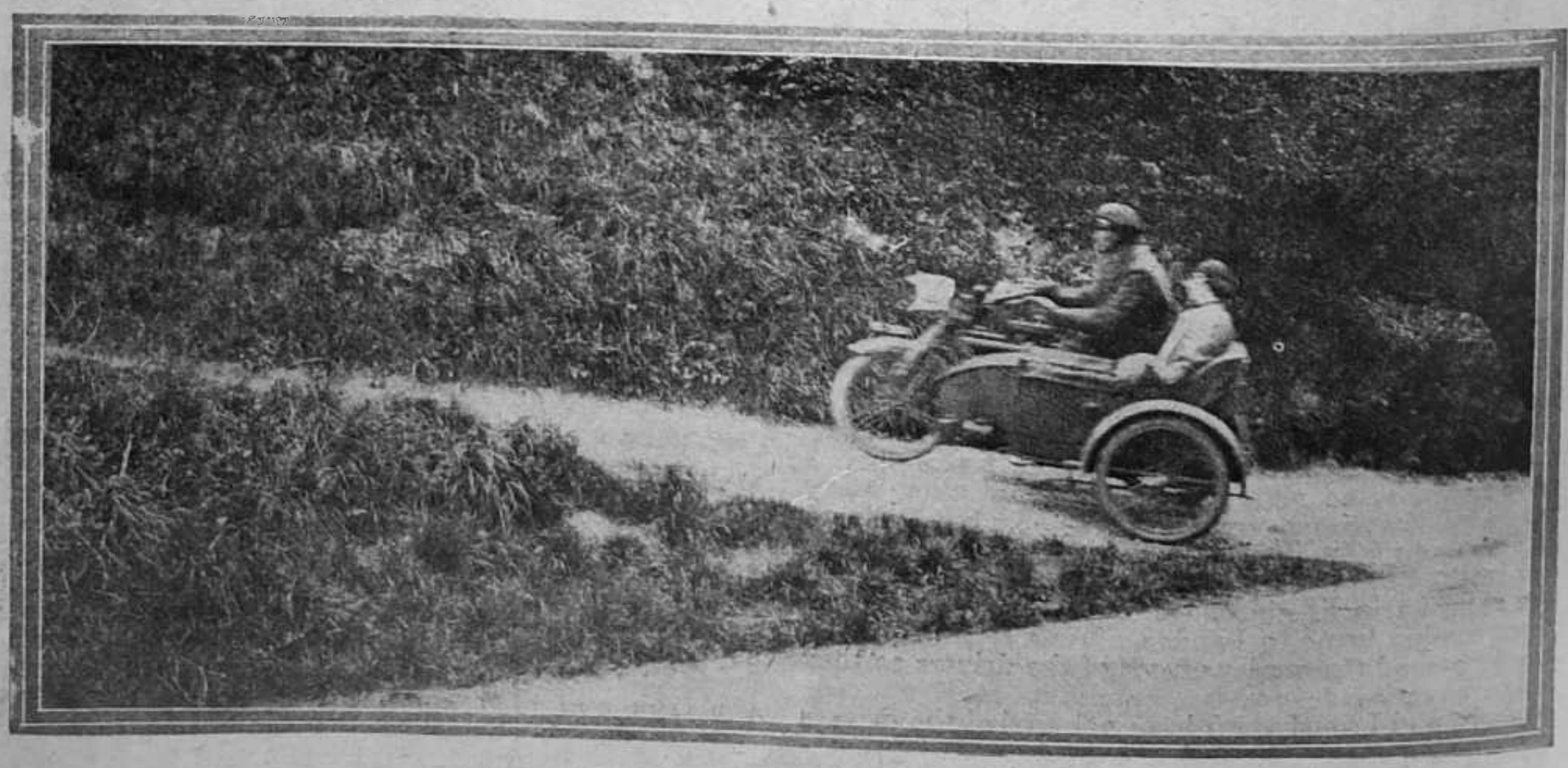
A particularly bad example of a police trap has been working lately on the road leading from the top of Roehampton Lane, so well known to Londoners, to the Portsmouth Road, which it joins just by a horse-trough. There is a short, steep hill on this road which comes just after a long 10-mile limit, and the police knowing that after the limit has been passed most drivers are anxious to get along, choose the base of this steep hill for their highwayman operations. As it is very difficult to keep any machine down to 20 m.p.h. when descending the hill, and, as in the other direction most drivers want to get up a little impetus before ascending, the police must have been making huge hauls. Of course, it is unnecessary to say that the road is perfectly safe. I have never known the police to trap on dangerous roads.

Some day, I firmly believe that we shall have many "speedways" in this country on which only motor traffic will be allowed. Then bigoted local authorities will find themselves in the position of those who objected to railways in the early days, and later on, when they found prosperity leaving them out in the cold, had to offer huge sums to the companies to bring the railways to their towns. For example, imagine the effect of a speedway through the centre of England. Every motorist would travel on it, and before long all the towns to which the new form of travelling has brought fortune would have returned to the old sleepy state. Many thousands of now prosperous hotels would close their doors. Enterprising companies would buy land by the side of the speedway, and presently hotels and new towns would spring up, and then the prejudiced local authorities that now persecute us will realize their mistake. In time the speedways will be the great arteries of the country, for it must be remembered that before very many years the motor will be the only means of road travelling. I wonder how long we must wait before the dream comes true.

AP1664.



Mr. S. W. Gibson on Brasted Hill in the Matchless Cup Trial.



Mr. J. W. Wood, a local amateur, after taking the bend on Wrotham Hill in the Matchless Cup Trial.

Special Policies

Some of the leading Insurance Companies of Great Britain have arranged exclusively for Harold Townend, Ltd., the following

COMPREHENSIVE MOTORCYCLE POLICIES.

(1)	**PUBLIC LIABILITY**—Indemnity to the Insured against claims by the Public whilst driving his Motorcycle or any other Motorcycle not exceeding the H.P. of his own, within the United Kingdom.	**UNLIMITED IN ONE YEAR** Single accident limit £1,000.
(2)	**ACCIDENTAL DAMAGE TO CYCLE.** Damage to the Cycle and Accessories and Rubber Tyres by accidental means, including wilful damage by any person other than a servant of the Insured, whilst being driven by the Insured within the United Kingdom. Accessories (excluding Rubber Tyres) are covered under this Section whether or not the cycle is damaged at the same time.	Up to value insured
(3)	**BURGLARY, HOUSEBREAKING and THEFT.** Loss of or damage to the Cycle and its Accessories by Burglary, Housebreaking and Theft within the United Kingdom.	Up to value insured.
(4)	**FIRE, EXPLOSION and SELF-IGNITION.** Loss of or damage to the Cycle and its Accessories by Fire, Explosion, Self-Ignition, or Lightning.	Up to value insured.
(5)	**TRANSIT.** Loss of or damage to the Cycle and its accessories whilst in transit within the United Kingdom by road, railway, or inland waterway.	Up to value insured.
(6)	**FREIGHTAGE.** Reasonable expenses incurred in removing Cycle to nearest repairers after an accident, covered under policy.	
(7)	**INDEMNITY UNDER THE MOTOR CAR ACT OF 1903.** In connection with any accident involving a claim under the Public Liability section of the Policy the Company will defend the Insured at its own expense against any proceedings which may be taken against him under the Motor Car Act of 1903.	
(8)	**BONUS.**—If no claim is made, 10 per cent. is allowed off renewal premium.	

Repairs up to 50/- can be executed without authority, provided a detailed estimate is obtained.

ANNUAL PREMIUMS FOR ALL THE ABOVE BENEFITS.

VALUE OF MOTORCYCLE (INCLUDING ACCESSORIES AND SIDECAR IF ONE USED).

Not exceeding	£30	£50	£60	£65	£85	£100	£110
A Under 3½ h.p.	£2 5 0	—	—	£2 7 6	—	—	—
B 3½ h.p.	—	£2 7 6	—	—	£2 12 6	—	—
C 5 h.p.	—	£2 17 6	—	—	—	£3 7 6	—
D 6 h.p.	—	£3 2 6	—	—	—	£3 15 0	—
E 8 h.p.	—	—	£3 10 0	—	—	—	£4 2 6

IMPORTANT.—It should be specially noted that the above premiums cover all accidental damage to Motorcycle and sidecar, and are applicable to machines used for pleasure purposes ridden solely by registered owner.

HAROLD TOWNEND Limited, 13&14, Abchurch Lane, King William St., London, E.C.

Date 191

ENQUIRY.

Please forward me a Proposal Form for Insuring the undermentioned Motorcycle :-

Registered Letter and Number.	Make of Motorcycle.	Date of Make.	If any attachment to Motorcycle, state in what form.	H.P.	Present Value, including Accessories and attachment (if any).

Name .....

Address .....

.....

If immediate Protection is required, fill in the above particulars and forward with cheque for the premium to above address when cover note will be issued pending completion of proposal. Cover also given by wire in case of urgency.

Motorcyclists taking out an Insurance Policy on the lines of this prospectus for the first time will receive a FREE PERSONAL ACCIDENT Policy (particulars on application).

The consistent excellence of

Continental

Motorcycle Tyres

is strikingly borne out by their eminence in all important international events.

1911

Junior T.T. - - - -	won on Continentals
Senior T.T. - - - -	won on Continentals

1912

Senior T.T. - - - -	won on Continentals
Senior Brooklands T.T. -	won on Continentals

1913

Junior Brooklands T.T. -	won on Continentals
Grand Prix (Motorcycle) - -	won on Continentals
Grand Prix (Cyclecar) - -	won on Continentals
Brooklands 6 Hour Race -	won on Continentals
Spanish T.T. Race - -	won on Continentals
New Records, 5, 6, 7 hrs. (500 c.c.) -	on Continentals

1914

New Records (Class F) - - -	on Continentals
New Records (Class A1) - - -	on Continentals
New Km. Records (Solo and Sidecar, 3½ h.p.) - - -	on Continentals

These, and the numerous successes in Club Trials, all point to one fact—that Continental Motorcycle Tyres are unequalled for reliability and durability.

Write for Booklet.

CONTINENTAL TYRE AND RUBBER COMPANY (Great Britain), LTD.
3/4, Thurloe Place, London, S.W.

C112.

C38

SPEEDWAY FROM LONDON TO BRIGHTON.

An Enterprise that may be Carried Out at a Cost of £4,500,000.

AN all-out "blind" from London to Brighton is a performance which, if accomplished, would result in such a series of summonses for dangerous driving and exceeding the limit, that it would certainly never be repeated; but the fact that in a short time this may be not only possible, but even legal, is so startling that the majority of motorcyclists will almost refuse to believe it.

A syndicate has been formed, however, under the name of the London, Brighton and South Coast Motor Road Syndicate, the object of which is to construct a vast motor "speed" road from London to Brighton. At present the company's future movements are beset with difficulties, but there is every reason to believe that these will be overcome shortly, and that the building of this enormous "Brooklands" will be then commenced.

The road will start from near the Robin Hood Gate of Richmond Park, S.W., and will then strike south-west, passing by the Epsom racecourse, and over the most beautiful parts of the North Downs between Walton Heath and Box Hill. It will then turn due south across the Sussex borders to Horsham and from there over the levels of the Weald to the wide expanse of the South Downs. These it will climb in the neighbourhood of Devil's Dyke, whence it will fall gently down towards the coast, finishing on the vacant stretch of land near Hove Park.

The road itself, if constructed, will be a masterpiece of engineering skill, for, although in places it has to rise some 600 or 700 ft., the steepest gradient is to be 1 in 30; and the scarcity of hills will not be obtained by large quantities of hairpin bends, for there will be no turn on the road at all which cannot be taken at almost full speed. The actual distance will be almost exactly 50 miles, but the most astonishing part of the whole scheme is that the width of the "speed" road will in no place be less than 150 ft. It is to be divided into several sections, one for cars downwards, another for cars upwards, one for commercial cars, one for motorcycles, and a special centre track for very fast vehicles of any description. Each of the sections will be 30 ft. wide, that is, wider than the average main road; but whereas our present roads are filled with traction engines, steam drays, cars, motorcycles, carts, cattle, pedestrians and dogs, on the new road one section alone will be reserved entirely for the use of motorcycles and sidecar combinations. No longer, if this road is constructed, shall we miss haycarts by a fraction of an inch, or do a series of wild gyrations as a result of hasty application of brakes in an attempt to avoid some miserable specimen of the canine race. Instead, we shall be able to give our engines full throttle as long as they will stand it, knowing absolutely that nothing except our own kind is on the road.

The road is to be absolutely flat, with a re-inforced concrete bed and a bituminous surface. The actual compound used will be very hard, and constant traffic will make no dust whatever. It, therefore, goes without saying that there will be no mud in wet weather,



Our artist, after having seen the streets of London closed for a recent Royal Procession, dreams of a time when the T.T. Races will be held in London, where millions of spectators can see them.

Speedway from London to Brighton (contd.).

so there should be little risk of sideslip even at high speeds. There will be no level-crossings, but about every five miles large overhead crossings, or bridges, will be erected. Thus traffic coming in at intermediate places will join in without any right-angle crossings, or, indeed, any need of a slackening of speed of the other vehicles.

The advantages of a road of this type for all motorists, and motorcyclists in particular, have been fully dealt with by the Press from time to time; in fact, in MOTOR CYCLING of 24th June, 1913, there appeared an article and illustrations on "The Future of the Highway." This recommended that the roads be divided into sections, for slow and fast traffic, and that a system of electric signals be arranged at every cross-road or concealed turning. Special roads encircling, instead of passing through, towns, were to be constructed, and pedestrians were only to cross the roads by bridges or tunnels. Whether or no this article has anything to do with the suggested London-Brighton road is difficult to say, but it is certainly curious that shortly after it appeared the Brighton Road Syndicate was formed.

It must not be thought that the new road has got no further than in the brains of its promoters. A capital of over £250,000 has already been collected, and although this seems a small amount in view of the fact that the estimated cost is between four and five millions, we are informed by the syndicate that no great difficulty in obtaining the necessary amount is anticipated; and, once constructed, all costs would easily be covered by a small toll-fee imposed on each vehicle. The owners of the land over which the road would run have already been approached, and look upon the idea very favourably, so that there is little likelihood of difficulties arising here. The sanction of the Government has to be obtained, however, and a Bill will come before Parliament in November next. As soon as permission is granted, the syndicate will start operations in earnest, and proceed to buy up the necessary land.

It is intended that the London-Brighton road be merely the first of a series of these "speed" roads, which, in time, would become as numerous as railways throughout the country, and the effect that they would have upon the motorcycle would be enormous. High-powered, single-geared T.T. machines would immediately spring into favour amongst those who possessed a deep pocket, and, on the other hand, the perfect surface and absence of hills would develop, not only the 3½ h.p. sidecar machines, but lightweights and motorcyclettes. Londoners could reach the seaside in little more than an hour.

Ten-mile limits, police traps, and cut-out regulations would fade away into insignificance, and, above all the traffic on the ordinary roads would be so diminished that limits would be absolutely unnecessary. The absence of speed merchants in our country towns and villages would probably tend towards a lasting peace between police and motorists, so that those who prefer to potter along or explore country lanes could do so without the risk of running up against some officious "limb of the law," with the now usual result of fines and endorsements.





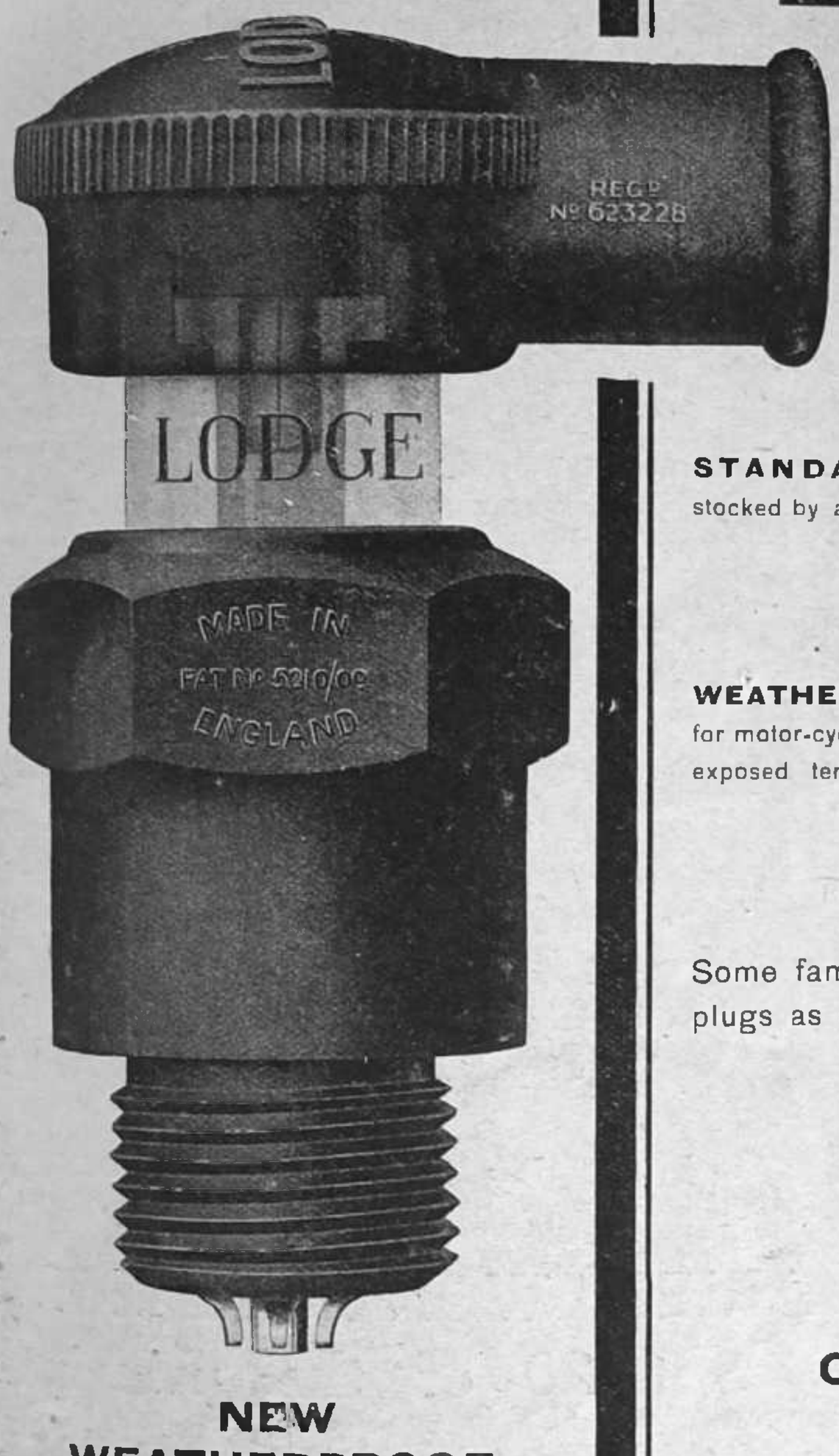
Little Nap with his 1 h.p. Hobart combination. Nap has ridden a pedal-cycle for some time, but is not yet able to drive the motorcycle. His education in this respect, however, is being taken in hand now.

A Very Minute Motorcycle and Sidecar.

In these days we hear much of miniature motorcycles, but till we saw a special sidecar outfit made by Messrs. Hobart Bird of Coventry, we did not realize what a miniature motorcycle could be This diminutive machine is not to be ridden by 14 st. men, as are many of its larger sisters, but by two highly-intelligent chimpanzees. Little Nap is to be the driver, while his companion is to be a lady chimpanzee.

The machine is fitted with a little four-stroke motor, giving about 1 h.p., and the wheels are shod with 16 in. Dunlop tyres, which had to be specially made.

C40



NEW WEATHERPROOF MODEL.

For touring, as for special

SPEED WORK

there is no plug like the

LODGE

Maximum power. No overheating. Easy starting. Regular firing, running dead slow.

STANDARD model, packed in sealed red metal box; stocked by all dealers.

Price **4/-** each.

WEATHERPROOF model, as illustrated, the ideal plug for motor-cycling. Note quick detachable cable terminal. No exposed terminal. No troubles from rain or mud on plug.

Price **5/-** each.

Some famous makes which are fitted with Lodge plugs as standard :—

TRIUMPH,
LEA-FRANCIS,
ROVER,
SWIFT,
P. & M.
CLYNO Lightweight,
&c., &c.

Sole Makers:
THE LODGE SPARKING PLUG CO., Ltd.,
Birmingham.

GREAT VICTORY

OF THE

3½ h.p.

Ariel

IN THE

GREAT ITALIAN ROAD RACE

OF 1,480 MILES.

Milan, Rome, Ancona, Udine, Turin, Milan; Crossing the Alps and Apennines.

D. MALVISI, ON HIS ARIEL, WON THIS MOST IMPORTANT RACE, against 20 of the principal British and Continental makes, and out of 52 starters.

ARIEL WORKS (Dept. B), BOURNBROOK, BIRMINGHAM.

C42 PLEASE REFER TO "MOTOR CYCLING WHEN CORRESPONDING WITH ADVERTISERS.

THE ROYAL RUBY TWO-STROKE.

A Well-designed Motorcyclette Selling at a Low Price.

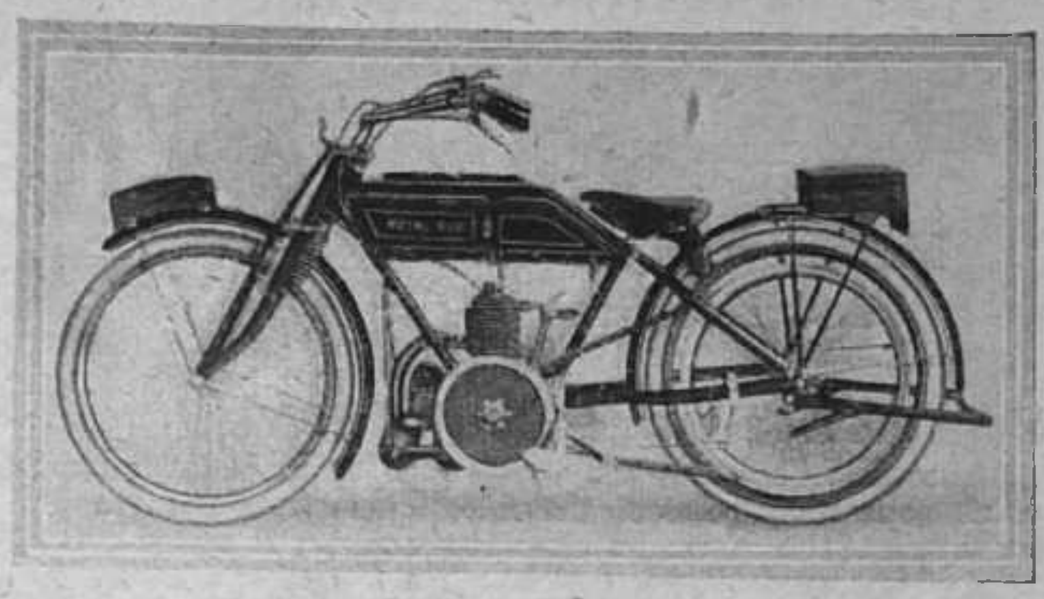
THE engine of the Royal Ruby two-stroke is the well-known Villiers 2½ h.p. of 70 mm. by 70 mm. dimensions. This gives a c.c. of 269, but in spite of its small size the machine has proved fast.

The carburetter is a special Amac, and the magneto a U.H. Druid lightweight spring forks and a low frame giving 28 ins. from the ground to the top of the saddle should make it very steady in grease. The brakes are the usual Bowden in front and a belt rim brake at the rear. Lycetts rubber ¾ in. belt is used and Hutchinson 26 in. by 2 in. beaded-edge tyres. Control is by the usual throttle and air lever, with a compression release worked by an outside lever. Lubrication is operated by mixing oil in the petrol in the proportion of half-a-pint to one gallon.

The tank is finished in ruby-red, and makes the machine look very smart. Twenty-five guineas is the price of this model, while another, fitted with a 2½ h.p. J.A.P. four-stroke engine of 70 mm. by 76 mm., sells at 30 guineas. Either of these models can be supplied fitted with a two-speed countershaft gear for an extra 6 guineas.

This gearbox is of very simple design, and provides the two gears with the minimum of parts. Only four spur wheels are used, dog clutches being employed to couple them up to the shaft. No clutch is employed. Leaving the gear lever in mid position allows the engine to run free.

By means of this gearbox not only are the advantages of two speeds gained, but also the driving pulley can be of large diameter, which obviates belt slip even in wet weather. The belt also wears longer with the larger pulley.



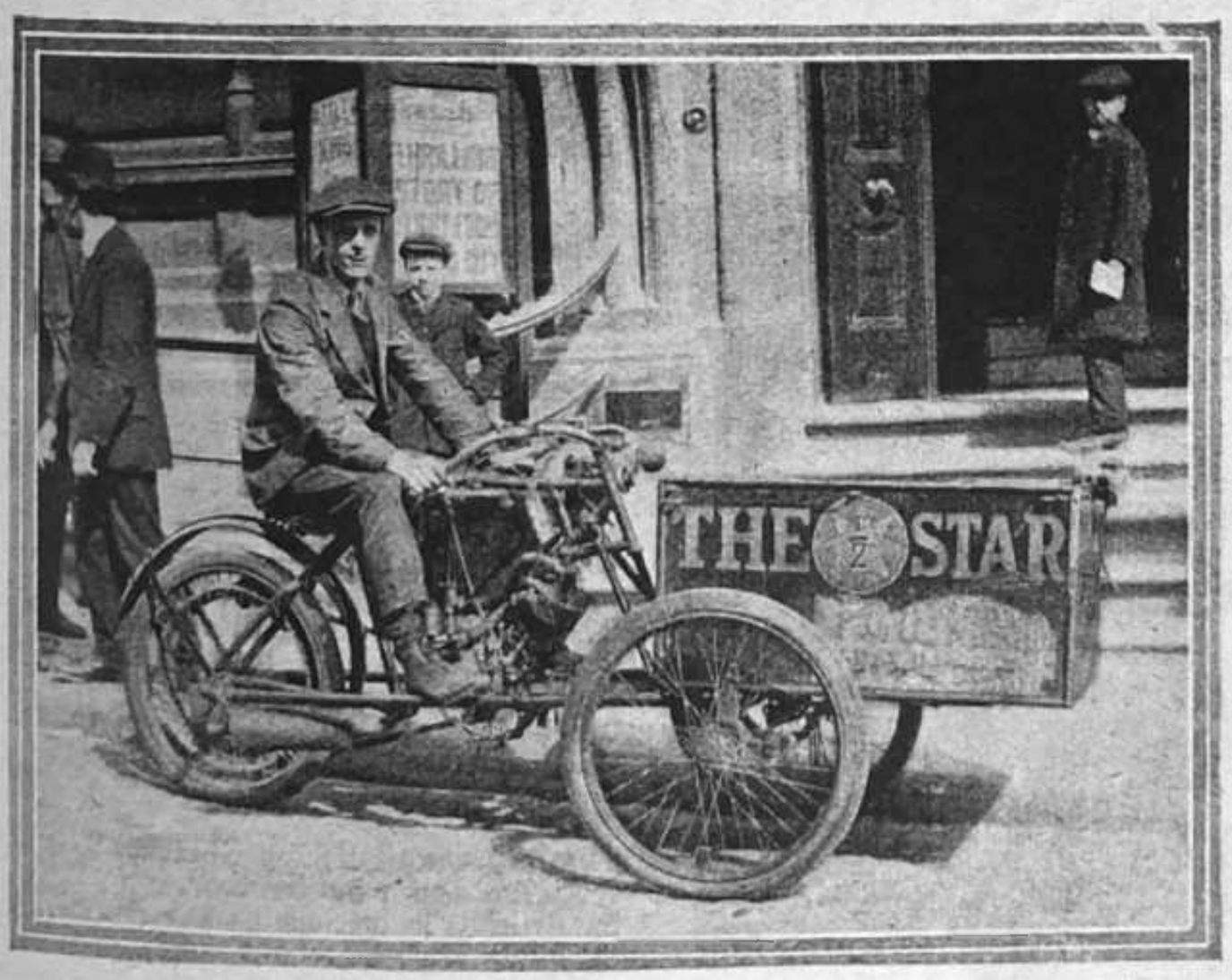
The Royal Ruby Two-stroke.

Besides these two lightweights, the Royal Ruby Cycle Co. make a 3½-4 h.p. model with a J.A.P. engine of 70 mm. by 64½ mm., with overhead valves, at 66 guineas; an 8 h.p. twin J.A.P. with overhead valves at 67 guineas, and an 8 h.p. J.A.P. engine with side-by-side valves at 65 guineas.

The Royal Ruby offices and works are in Cannel Street, Manchester.

TAKING MOTORCYCLES ABROAD.

If there is any one thing which is a hindrance to motorcyclists who wish to enter for Continental trials and races it is the difficulty experienced in crossing with their machines and getting them through the Customs with due dispatch. In the recent Circuit de l'Eure—the French T.T. race—the M.C.C. de France dealt with this matter in a manner which demands the attention of any club promoting an event of a similar nature. The club appointed a representative to deal with the shipment of machines both to France and back, and competitors were relieved of all anxiety in this respect. Shipment was carried out by Messrs. Desmidt and Co., of Jewry Street, E.C. The machines were collected and delivered to the riders in France, and after the race were returned to them in England, arriving very little later than the competitors themselves. In so doing, the M.C.C. de France has evidenced a consideration for supporters of their trials which is deserving of every commendation.



A twelve-year-old motor tri-carrier which is still doing good service in London. The engine is a 3½ h.p. Excelsior, and was originally fitted with a surface carburetter which had to be heated with a hot iron before the machine could be started. It has been replaced by a modern carburetter.

An evident novice wheeled a brand-new Triumph into a Bromley garage one morning, stating that the engine would not fire. He appeared surprised on it being pointed out that the petrol was turned off, glibly pointing to the steady flow of petrol into the cylinder via the open compression tap. On some of the spirit being liberated, the carburetter replenished, and a charge of oil injected, the engine was started, apparently to his full satisfaction.

We hear that it has been decided to fit all Rudges in the Senior T.T. Race with John Bull belts.

C43

WHAT MOTORCYCLISTS ARE TALKING ABOUT.



Motor-cycling Nuts and Noisettes.

Nuts on Hampstead Heath.

Although I object to the above appellation in the sense in which your correspondent "Pedlar" uses it, I wish to protest against the views he expresses anent the motor-cycling users of Spaniards Road. Although a few of the habitués of this stretch of road may favour racing and similar headgear, the majority are serious and responsible motorcyclists, who do not wish, or have not time, to make the 20-mile journey necessary in order to get clear of London, and, therefore, make use of this beautiful and open spot to clear away the worries of the city from their minds and get fresh air and enjoyment with a minimum of fatigue.

The suggestion that they are of a class which never makes a long run and has no other ambition than to ride up and down a two-mile strip of road with a flapper on the carrier is absurd. Amongst the many friends I have who spend an occasional evening on the Spaniards, there is not one but is a bona-fide motorcyclist who makes 100-mile runs during week-ends. Speed on this road is out of the question, as the police are far too vigilant and the traffic too great.

As regards the "giggling girls," they were there long before motorcyclists were known, and they would no doubt continue to be found there even if the motorcycle became extinct. In closing I would remind "Pedlar" that push-cyclists and pedestrians are just as much nuisance to us as we are to them, and recommend to him the policy of "Live and let live."

LA1877.



A number of trade riders visited Stoupe Brow, Yorkshire, recently. Successful climbs were made by T. Silver (Quadrant and sidecar), T. Stevens (James and sidecar), W. H. Carson (Excelsior and sidecar), F. Smith (Clyno and sidecar), A. G. Cocks (Connaught), and G. Hunt (Campion and sidecar).

C44

Additions to the Black List—Notorious Traps.

Two Nuisances.

In reference to your correspondent's complaint of certain motorcyclists' habit of riding backwards and forwards across Hampstead Heath, that is not the only part of suburban London which is troubled in the same way. I live in a fairly quiet road in Lee, and myself and other residents are constantly troubled by two motorcyclists riding up and down the road at all hours. I have known them to be at it from 6.30 a.m. I think they must be having a hill-climbing competition together, as the road rises to the extent of about 1 in 50.

My object in writing on this matter is that, being a motorcyclist myself, I do not want the whole fraternity to be in bad odour with the public because of the thoughtless behaviour of a few. If the two riders I am referring to were to hear the remarks passed by some of the neighbours, I think they would cease this practice. Surely a motorcyclist, of all people, ought to take his pleasures farther from his own doorstep than this.

A. W. ENDERWICK.

The Girl on the Carrier.

I wonder if the correspondence on Hampstead Heath nuts, aided by the prominence given in the daily Press to the accident which occurred through carrier riding, will tend to lessen the practice? Anyhow, I am tempted to write to you as follows :—

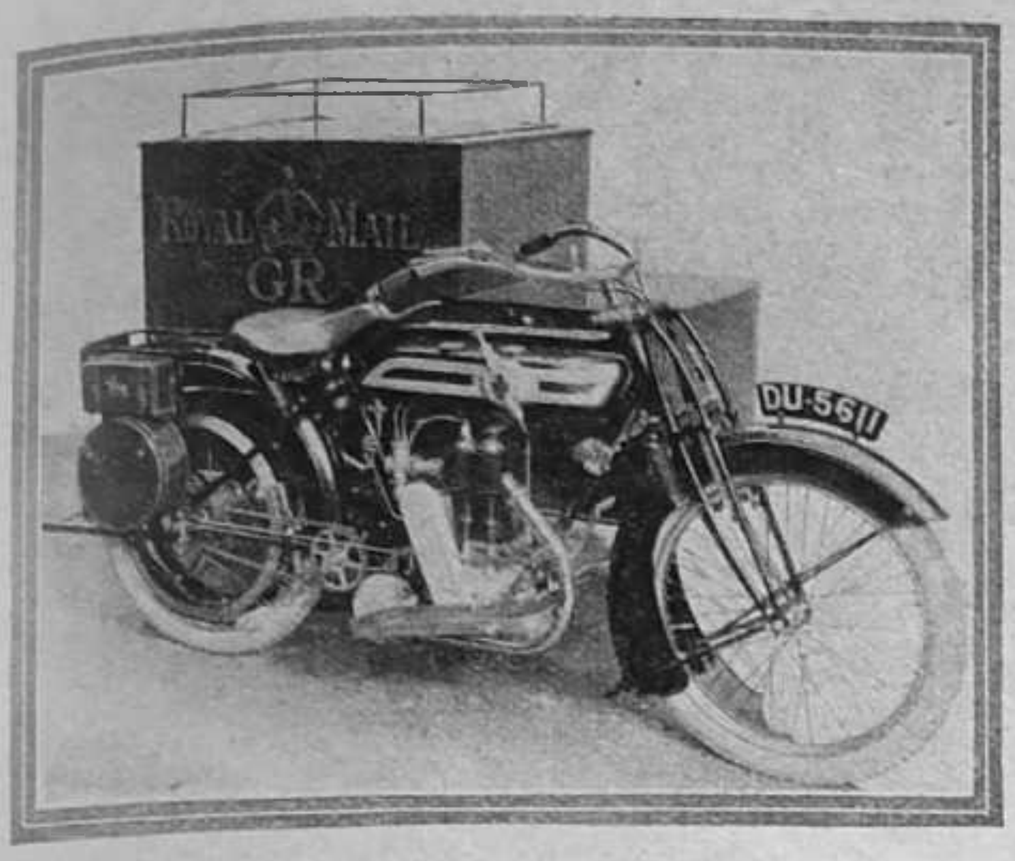
Hence, avaunt, intrusive Flapper!—
  Yes, avaunt thee, pert young witch,
Lest a rattled whippersnapper
  Dump thee in the nearest ditch!
Nevermore shalt thou encumber
  (Quite determined not to budge),
Bradbury, Triumph, Douglas, Humber,
    Jap or Rudge!

Much too oft, by thee incited,
  Goaded by thy muffled squeals,
Fiercely scorching, I've invited
  Broken forks and buckled wheels!
Egged by thee, past all revival
  Dented is my petrol tank,
Racing with some nutty rival,
    Just for swank!

Chief of up-to-date inventions,
  Now at last I slip thy clutch!
Though I loved thy kind attentions,
  They were—well, a bit too much;
Only for thy lost affection
  Still at whiles I needs must grieve,
And the tints of thy complexion—
    . . . On my sleeve.

Soon my vacant "flapper-bracket"
  Shall a dearer burden bear,
Sandwiches in luscious packet
  Calmly shall be seated there,
Whilst I wave my Thermos bottle,
  Shove the three-speed up to "high,"
Whilst I shout, with open throttle,
    "Girl, good-bye!"

C.B.



The first sidecar outfit actually purchased by the G.P.O.—a Rover.

Godalming Should be Blacklisted Again.
. . . A Notorious Trap.

As the trapping season is once more in full swing, an account of the modus operandi of one of the most notorious traps worked near London may be of interest to the readers of this journal. During a short holiday recently spent in Godalming I took the opportunity of observing the methods of the local police, and obtained a good idea of their usual procedure.

The trap is worked in the main road through the town on the London to Portsmouth route, and on every Sunday morning, generally about 10 o'clock, operations commence, whilst holidays and occasional week-days are also times of activity. The trap is of the usual 220 yards length, and extends from the school on the left-hand side of the road (coming from London) and just past the first 10-mile limit sign, to the bridge over the River Wey. Five members of the force are required; one being very well concealed near the school, two more are stationed on the bridge to receive his signal, a fourth stands in an alley on the left-hand side of the road, about 60 yards past the bridge, in order to transmit the signal to a uniformed constable standing outside the "picture palace," the latter, of course, stopping any who have exceeded the limit.

The disguises of the first four trappers are remarkably ingenious, one day they are hawkers or loafers, another they will be respectable countrymen, and on yet another they have the appearance of mechanics, although, as the two on the bridge are the only ones visible to the motorist, they are naturally more carefully disguised than the others.

Despite the well-known character of the place, the "bag" always seems pretty numerous, particularly on fine days, and it should be very gratifying to those motorists who have been unfortunate enough to get trapped to know that the man in blue rubs his hands with joyous unction when he perceives his confrère give the signal to stop a car or motorcycle, although his dolorous aspect as vehicle after vehicle crawls through at about six m.p.h. is quite pitiable.

At 1 o'clock an adjournment is made for dinner, and business is seldom resumed until 5 o'clock, when operations are renewed at the other end of the limit in readiness for traffic returning from the coast.



Dismantling the winning Ariel for examination at the finish of the Circuit d'Italie.

It will be seen that it is quite possible for a motorist driving from London to Portsmouth and back to be trapped twice in the same day, and the fact of the trap being moved in the evening to the opposite end of the town renders this possibility far from remote.

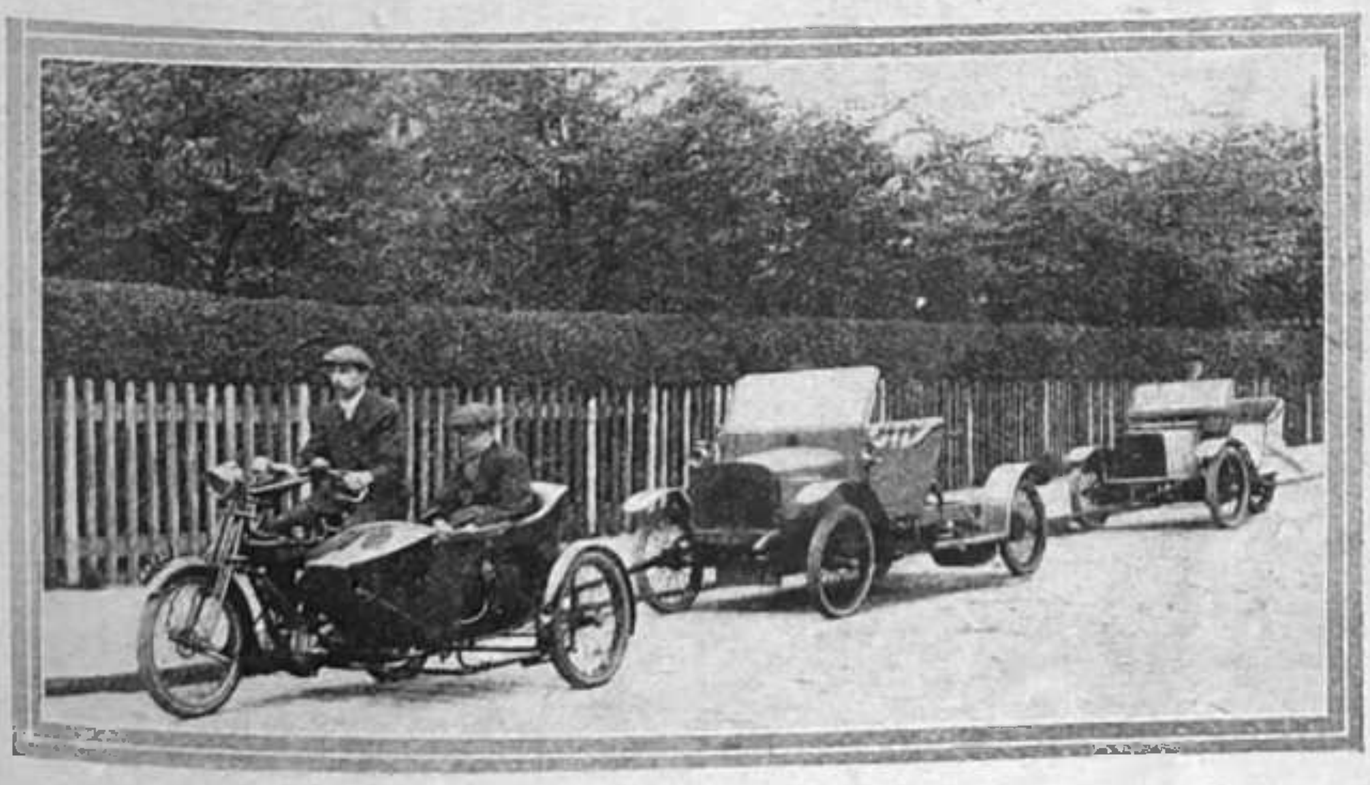
It is interesting to note that during the time the writer was making his observations by far the larger number of those stopped were motorcyclists.

Every opportunity was taken of sounding the opinions of residents, particularly tradespeople, on the subject of the police methods, and although many were utterly indifferent, an appreciable percentage are quite opposed to them, while not one was whole-heartedly in their favour.

One of them touched on another side to the question, which is certainly worthy of consideration. In a town like Godalming the police are naturally not numerous, and if five members (including the inspector) are to be used for trapping motorists, it is certain that other duties must suffer, or if all the work is satisfactorily performed, then five men are being paid for the greater portion of their time, simply to damage the custom which would otherwise accrue to the tradespeople.

X.Y.Z.

645



A 6 h.p. Enfield sidecar outfit recently towed the two broken-down cyclecars seen in the photograph, near Levenshulme.

What Motorcyclists are Talking About (contd.).

Police Persecution at Eastbourne.

I think a word of warning to motorcyclists of what treatment they may expect from the police in the borough of Eastbourne would not be out of place. I was unfortunate enough to visit Eastbourne on the day after Easter Monday, and was stopped by a police constable for having my back number plate obscured. I received a summons, and wrote the enclosed letter to the Chairman of the Bench. It will be seen from this letter how extremely paltry my offence was, and yet I was fined 7s. 6d., including costs, and my licence was endorsed. The Eastbourne authorities are becoming notorious for their harsh treatment of motorcyclists, who should exercise extreme caution if they are unlucky enough to have to ride in the town. J. B. DENSHAM.

The Chairman of the Bench, 21st April, 1914.
Town Hall, Eastbourne.

Dear Sir,

I regret that it is quite impossible for me to attend the Court on Friday next, and trust that you will not think me discourteous to the Bench. I have arranged to be legally represented.

The offence for which I am summoned is of obscuring the back number plate of my motorcycle and sidecar. On the day of the offence I had been to Eastbourne to watch a friend of mine play football, and after the match I had my wife in the sidecar, and my friend, who was wearing football clothes, rode on the carrier from the football ground to a tea shop, a distance of barely 100 yards. I was crawling along at five or six miles an hour looking for a tea shop, and until stopped by the police constable on point duty opposite the railway station was quite ignorant of the fact that the overcoat my friend had over his football clothes was over the number plate.

All my motoring is done with my wife in the sidecar, and I am not in the habit of taking a second passenger on the carrier. I trust the Bench will not consider my case sufficiently serious to warrant a fine. J. B. DENSHAM.

A Business-like Touring Department.

Just a word of appreciation of the prompt attention which I received from the North-Western Office of the Auto-Cycle Union. Intending to spend a few days in the West of Ireland, I inquired from the Liverpool secretary of the A.-C.U. about roads, etc., and by return of post received a very comprehensive budget of touring information, maps, guides, hotel lists, etc., which were most valuable. Probably, if motorcyclists were aware of the courteous and businesslike attention which their inquiries receive from the Touring Department of the A.-C.U., they would not hesitate to become members of this association. E. J. HAMPTON.

Liverpool.

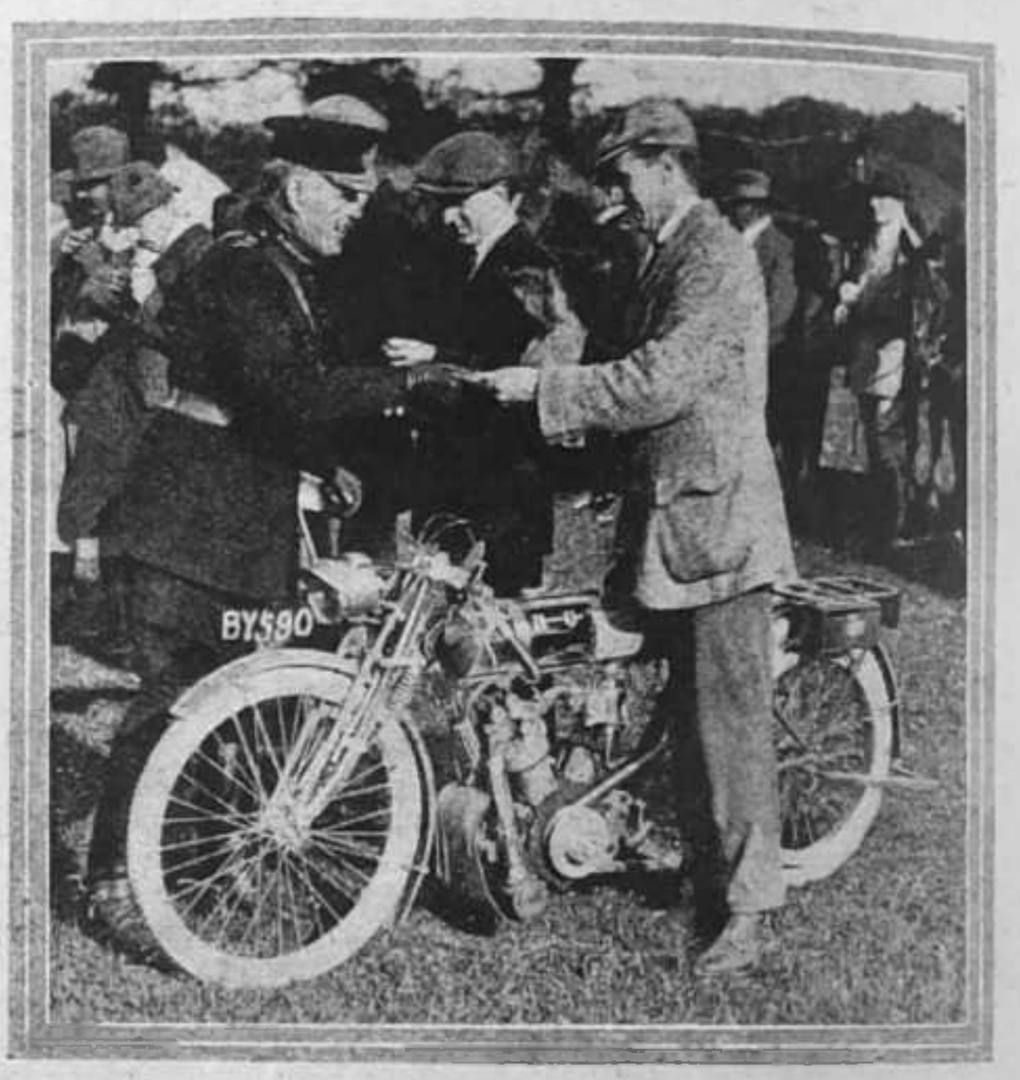


Mrs. Riley (Enfield) at the Sutton Coldfield amateur hill-climb.

The Modern Flapper.

Re your contributor's talk on sidecar topics, I have often been deluged with questions by inexperienced nuts, but about a month ago I was just outside Shoreham when something went wrong with my machine. In about five minutes a crowd had gathered and I was the centre of interest and target of innumerable questions.

I had been fiddling about for half an hour yet could not find



General Robertson presenting a motor-cycle guide with a medal at the medal distribution of the Surrey guides recently. The machine is a T.T. N.U.T.

what was wrong. Naturally, I was rather hurt when a flapper, in a check coat and blue woollen hat, after the style of Grahame-White, remarked, "If I find what's wrong may I drive your 'bus' into Brighton?"

My "bus" was an Indian and sidecar, so of course I said "Certainly," rather amused at her cheek. Judge of my surprise when she calmly proceeded to lubricate. I, like a fool, had overlooked that, and had to let her drive me into Brighton. This is how she started: disregarding the electric starter, she pushed the machine until it fired and then jumped on sideways, and off we went, leaving a gaping crowd behind. The flapper accelerated up to about 50 m.p.h., and my hair stood on end when the level crossing was reached. We turned the next corner with the sidecar wheel in the air. This is a fact, and it is the last time I shall ever jeer at this kind of flapper. "AN IDIOT."

Beware Preston.

Will you allow me through the correspondence columns of MOTOR CYCLING to advise all motorcyclists who have occasion to ride between Preston and Lancaster to proceed with due regard to the provisions of the Motor Car Act? More especially is care needed between Preston and Garstang. The police in this district are very active and keen on the cut-out regulation, and have more than the usual knowledge possessed by policemen on the silencer question.

Again, if a passenger or luggage is being carried on the pillion, I would advise every rider to stop before he enters this area and make sure that his rear number plate is fully visible.

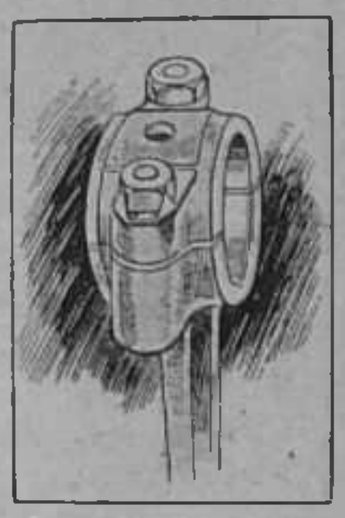
"AN OFFICIAL OF
THE PRESTON M.C.C."

THE VITESSE TWO-STROKE ENGINE.

An Interesting Engine of 70 mm. Bore by 70 mm. Stroke.

Although of practically recent origin, the Vitesse engines have gained popularity with a number of local manufacturers of lightweight machines. The designers, we are told, are men who have had many years experience with this class of engine in America, and with the sleeve-valve type in this country, the knowledge gained thereby being brought to bear in the Vitesse, so that it should be sound and scientifically constructed.

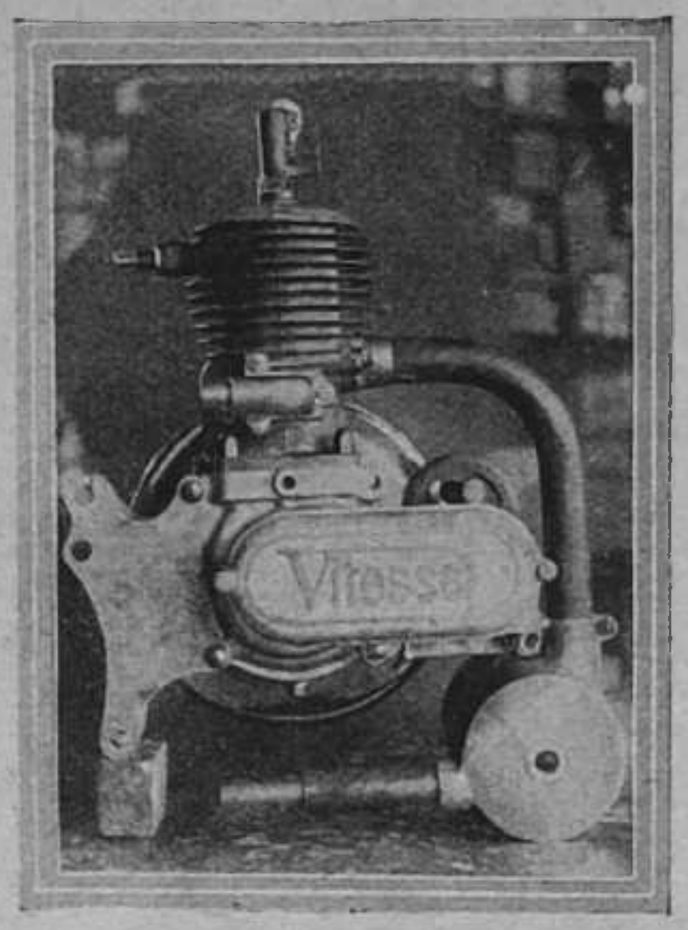
The Vitesse, although embodying the usual two-stroke practice, shows some originality. The placing of the ports is a point which has been most carefully studied to obtain the greatest efficiency. The piston is of the three-ringed type, two in one groove at the top and one at the base. These rings are so disposed that they effectively keep the incoming and outgoing charges clear of each other, assisted in this function by the baffle on the piston head. The position of the inlet port on the cylinder wall is roughly about ¼ in. below the exhaust. We do not mean by this that it is placed on the same side as the exhaust, but if a line were taken round the cylinder marking the bottom of the exhaust port, we should find this space about separates the two. On the suction stroke, then, as the piston ascends, leaving the inlet full open, we find the bottom ring of the piston seals the exhaust port, whilst on the firing stroke the upper ring in the top groove seals the inlet port against any exhaust pressure polluting the fresh charge.



The big-end of the "Vitesse," showing the packing plate and method of locking the bolts.

When at the bottom of its stroke the piston has no over-run, the base coming flush with the lowest part of the cylinder spigot. This gives support to the piston, and moreover ensures a perfect valve action. The centre of gravity of the piston is directly in the centre of the gudgeon pin, so that it resists any tilting action due to side thrust during the firing stroke, and, moreover, keeps the rings at constant and equal pressure on the walls, which ensures that none of the high-pressure gas can leak past and get via the transfer port into the crankcase.

Immediately below the bottom ring of the piston is formed a groove cut slantwise, which serves the purpose of collecting oil to lubricate the walls. Three distinct systems are employed on the Vitesse, but all emanating from one principal source, which is a recessed channel in the top of the crankcase that encircles the cylinder spigot, the supply being from a suitable feed. The cylinder spigot is drilled all round with holes, which permit oil to flow through on to the piston, being collected by the aforesaid groove as it registers with them. Upon the piston ascending it takes up the oil and disposes it over the cylinder walls. The supply for the main shaft is by means of a by-pass to vertical passages which lead to the main bearings, the supply to the big-end being then by the usual method. The little end is kept lubricated by means of a passage up the side of the cylinder walls, a boss being cast for the purpose, and oil is forced up here and enters the hollow gudgeon pin. The supply to this part is capable of regulation by a needle valve in the side of the cylinder. Phosphor-bronze bushes are used throughout, these being of ample dimensions, and the makers rely on these and their good fit to retain compression. The crankshaft is of generous proportions, and is a solid piece of nickel steel. An interesting feature or two are observed on the big-end. This is of the split kind and between each half is inserted a packing plate. If wear takes place in the bush, all that need be done is to replace this by a thinner one. It moreover stops the bush turning round. Another novel idea is the way the bolts are locked. Instead of employing cotter pins, a small piece of thin steel about ¾ in. square is used, through which a hole is bored. This is placed on before the nut. After tightening up the latter, the two outer edges are knocked up against the sides of the nut, securely preventing it from turning. The compression release is a very neat idea. No working parts are visible outside, the whole operation being entirely enclosed in the fitment. The actuation is by Bowden, as usual, but instead of the strands pulling something up as in most cases, this is tethered to the stationary outer case, whilst the cover of the cable depresses a loose inner member. The address of the makers is 15, St. Mary's Row, Birmingham.



The two-stroke Vitesse engine.

SCOTTISH TRIAL.

Entries.

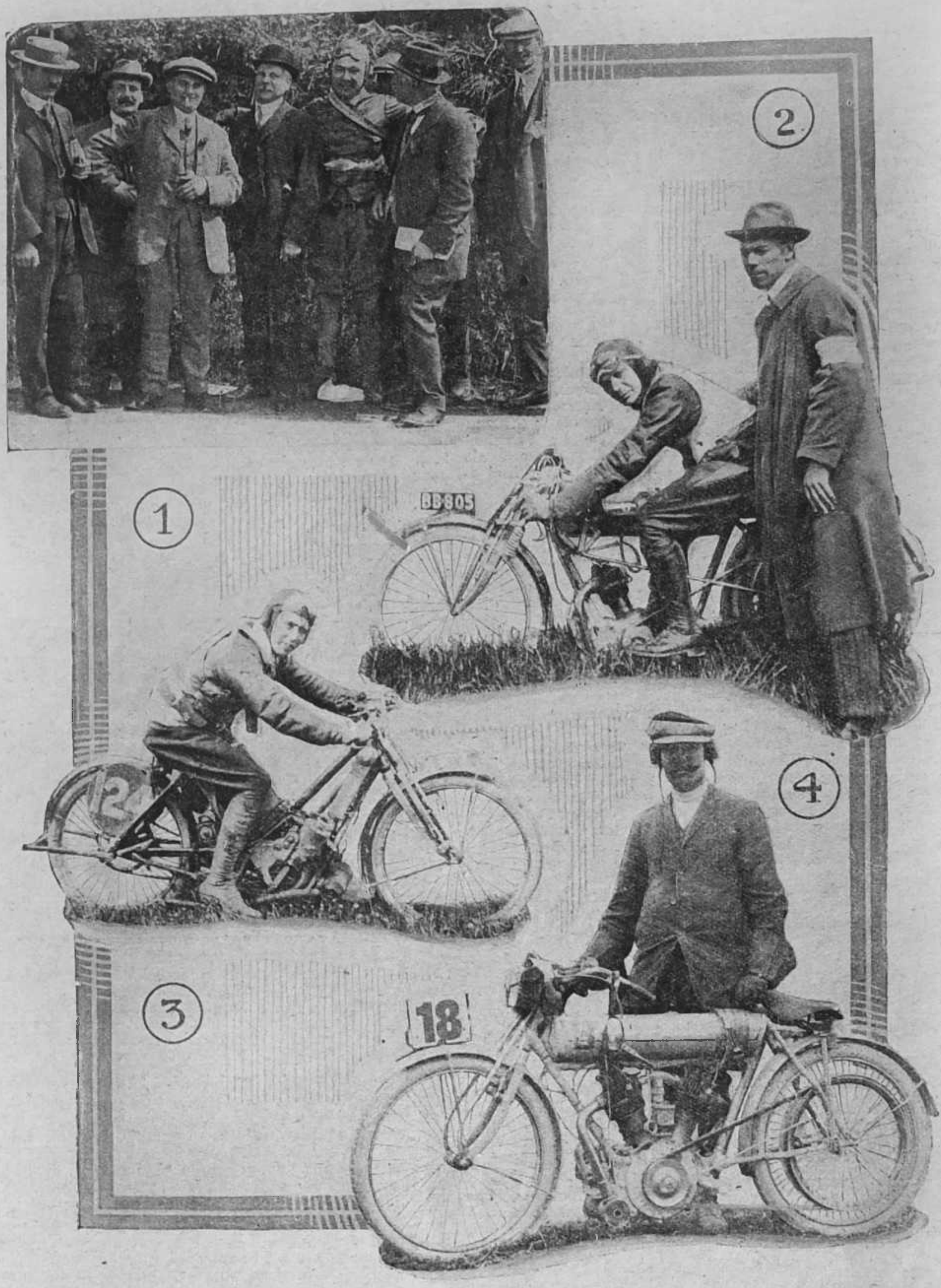
E. H. Littledale, 5-6 h.p. Ariel.
J. T. Wood, 8 h.p. G.W.K.
G. Nott.
Hugh Gibson.
C. M. Keiller, 8 h.p. G.W.K.
F. C. North, 5-6 h.p. Ariel and sidecar.
J. Chater Lea, Junr., 8 h.p. Chater Lea and sidecar.
J. E. Chisholm, 3½ h.p. Ariel.
Mrs Cocks, 6 h.p. New Imperial-J.A.P. and sidecar.
D. H. Noble, 3½ h.p. Rover.
A. G. Cocks. 2½ h.p. Connaught.
R. S. Morrison. 4½ h.p. Bat.
G. A. Gregson, 4½ h.p. Bat.
J. F. Morrison, 4½ h.p. Bat.
G. I. Francis, 5-6 Lea-Francis s.c.
Sydney Tharp, 3½ h.p. Bradbury.
G. T. Gray, 3½ h.p. Rudge.
L. Newey, 3½ h.p. Ariel.
C. W. Meredith, 6 h.p. Bradbury s.c.
Rev. P. W. Bischoff, 5-6 h.p. Clyno and sidecar.
A. G. Grice, 8 h.p. G.W.K.
R. S. Macrae, 3½ h.p. L.M.C.
W. A. Davenport, 3¼ h.p. Lea-Francis
R. W. Gregg.
Hal Harrison, 5 h.p. Bat.
T. Silver, 7.9 h.p. Quadrant s.c.
Graham Price, 5 h.p. Bat.
J. Gibson, 8 h.p. Morgan.
Miss Mary Beck, 6 h.p. Bat.
Rev. R. M. B. Jones, 3½ h.p. P. and M.
A. J. Sproston, 3½ h.p. Lea-Francis.
C. T. Newsome, 3½ h.p. Rover.
Harry Macrae, 4 h.p. L.M.C.
G. Featherstonhaugh, 3½ h.p. Rover.
Norman Lea, 3½ h.p. Lea-Francis.
L. A. Bees, 4 h.p. L.M.C.
J. H. Begg, 3½ h.p. Sunbeam.

The Victoria Motor and Cycle Co., Ltd., ask us to announce that they are now in a position to give delivery of the 3¾ h.p. Victoria motorcycle. This machine should become very popular, as its price is only £38.

Five single-cylinder Speed King motorcycles are being made this year by Messrs. J. G. Graves, Ltd., Motor Cycle Depot, Sheffield. Amongst these are a two-speed countershaft 2½ h.p. J.A.P., a 2½ h.p. Precision, and a 3¾ h.p. three-speed countershaft Precision. These are all minutely described in Messrs. Graves' interesting catalogue.

Mr. J. H. Cooper, who for several years was connected with Messrs. Bradbury and Co., Ltd., of Oldham, has now severed his connection with that concern and has joined the Clyno Co., and will in future represent the Clyno interests on the south coast.

The speed of Enfield sidecar combinations was demonstrated in the sidecar speed test held by the Cape Peninsula M.C.C. recently. In this event Messrs E. Watts, J. Cardinal, and T. Widdowson, all riding 6 h.p. Enfield sidecars, were first, second, and fourth respectively



PREVIOUS TOURIST TROPHY WINNERS AND THEIR MACHINES.

(1) W. H. Bashall, who won the 1912 Junior Race on a Douglas, being congratulated at the finish. (2) Hugh Mason, the winner of last year's Junior event. (3) Tim Wood on his 3¾ T.T. Scott. (4) H. A. Collier and the 6 h.p. Matchless, on which he won the 1909 Tourist Trophy.

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Ride an Auto-wheel and enjoy the pleasures of motoring without having to worry about wayside repairs.

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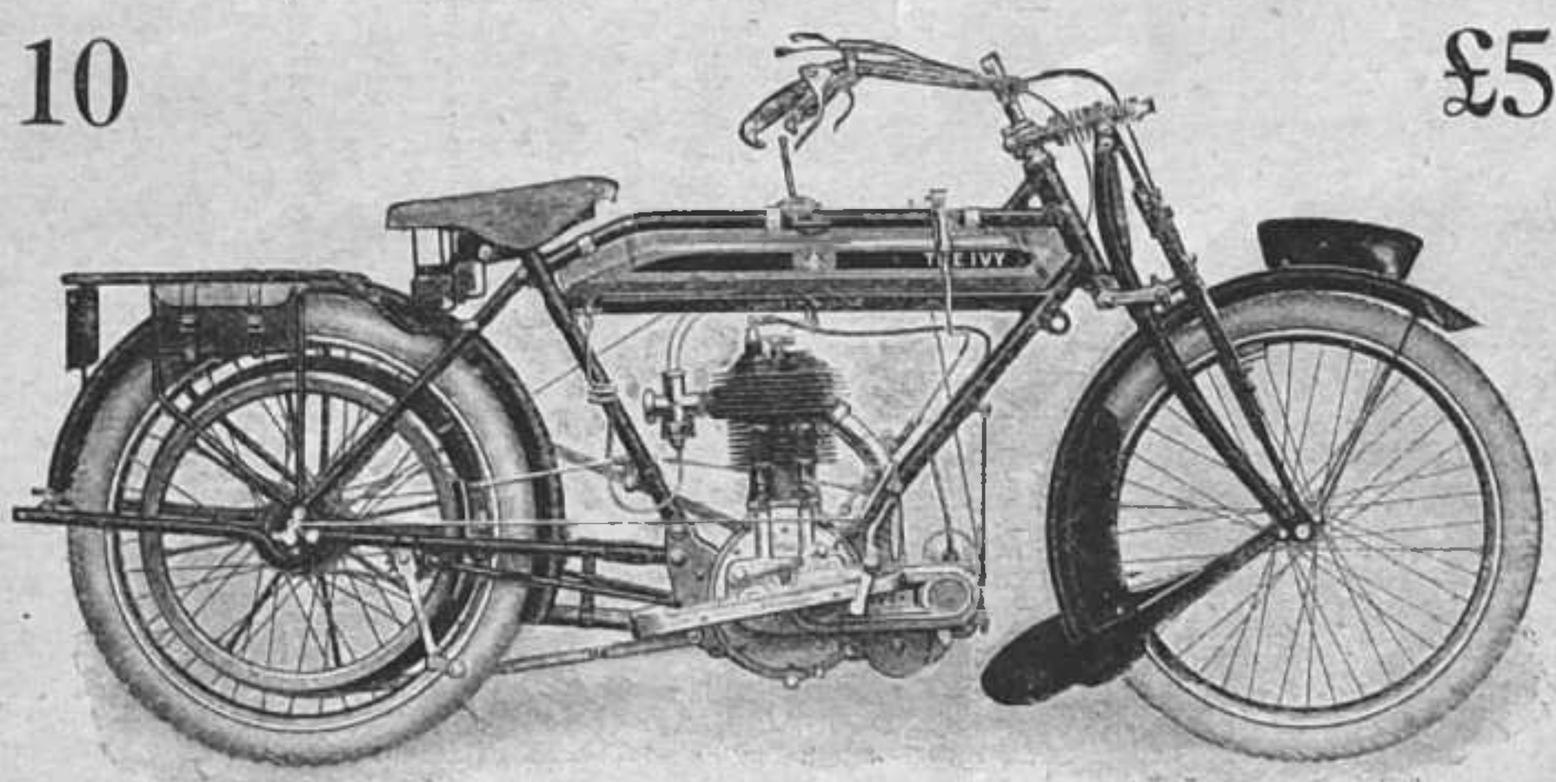


AUTO-WHEEL

The "IVY" 4¼

£46 : 10
Fixed Engine.

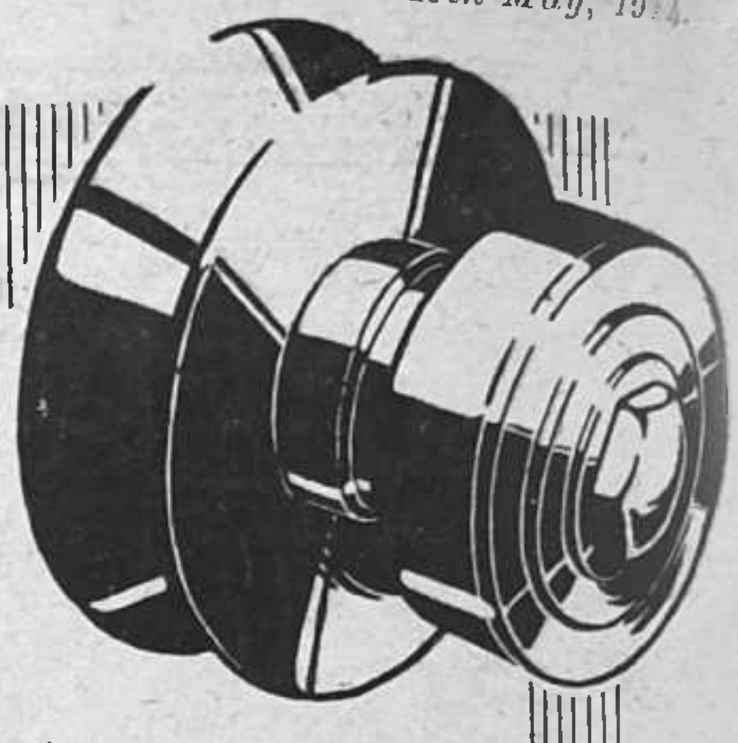
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The Best Single Cylinder Sidecar Machine in the World.

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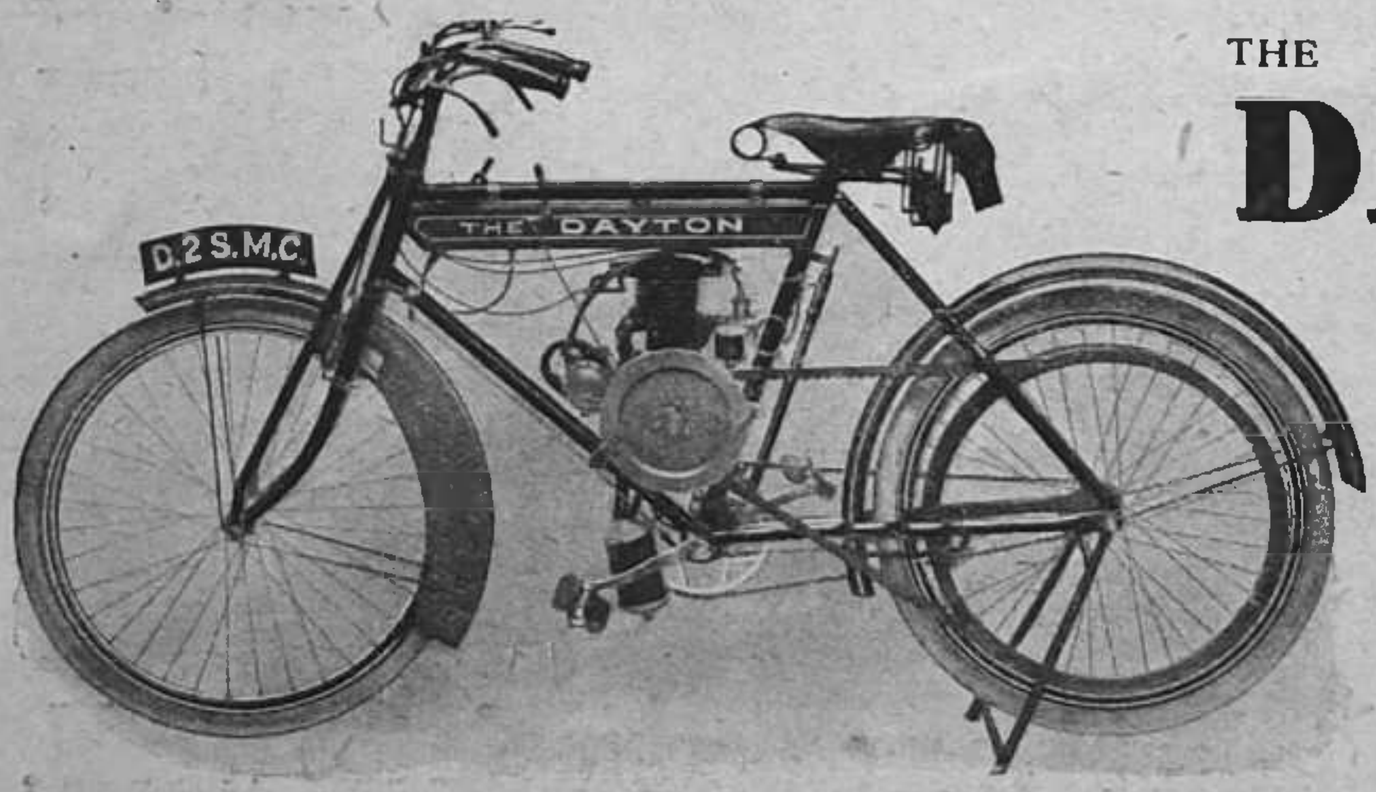
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THE TOURIST'S TROPHY

The human race are constantly speeding up endeavouring to outstrip one another in

GREAT RACE FOR SUPREMACY.



THE

DAYTON

Two-Stroke Motorcyclet

AT

TWENTY GUINEAS

IS THE

Tourist's Trophy

First off the mark and Winning every time. Wonderful Hill Climbers DRAYTON MOTORS.

TESTIMONIALS GALORE.

Chas. Day Manufacturing Co., High Street, Shoreditch, London, E.

WHO WILL WIN THE T.T.?

Comparisons Between This Year's Race and Those of Former Years—Singles v. Twins—More Two-strokes This Year.



A COMPARISON between this and last year's entries is very interesting. As opposed to 44 entries in the Junior T.T. last year, there are 46 for the coming event; but whereas last year there were 10 singles and 34 twins, this year there are 16 singles and 30 twins. The larger number of single-cylinder machines is almost entirely accounted for by the entry of several new two-strokes, of which type there are seven competing this year, as opposed to three.

In the Senior event we find that there has been a strong tendency towards twin machines. Last year, there were 85 singles and but 18 twins, while this year there are practically even numbers: 51 singles, 58 twins, and two four-cylinders. Nothing could be a more definite illustration of the popularity of the 3½ h.p. twin than this large twin entry. Nevertheless, there are several makes, such as Norton, Rudge, Triumph, and Sunbeam, whose riders will strain every nerve to bring the trophy back to the single.

The limit of 500 c.c. for engine capacity in the T.T. Senior Race is so firmly established that most of us are apt to forget that it has ever been fixed in any other way; but on reading through old accounts of these races we find various other limits were imposed. In 1907 two classes were held, for single and multi-cylinder motorcycles. There was no limit whatever as to engine capacity, but competitors were prevented from riding giant twins by a petrol consumption limit.

Single-cylinder machines were allowed one gallon only for 90 miles, and twins one gallon for 75 miles, while in 1908 the allowances were reduced to one gallon for 100 miles and one gallon for 80 miles respectively. In 1909 there was no fuel limitation, but speed was reduced by restricting the cubic capacity of the engines. Multi-cylinders were allowed up to 750 c.c., but singles were limited to 500 c.c., this being considered, at that time, the largest single-cylinder engine practicable. The results proved such a runaway win for twins that in 1910 the limit for multi-cylinders was reduced to 670 c.c., that for singles remaining the same. The distance of these races was 155 miles, and they were held over a 15⅝-mile circuit through St. John's, Ballacraine, Kirkmichael, Peel and back to St. John's. The results for these four years were as follow:—

1907. Single-cylinder class.	Average speed in m.p.h.
1. C. R. Collier, 3½ h.p. Matchless	38.2
2. J. Marshall, 3½ h.p. Triumph	36.5
Twin-cylinder class.	
1. H. Rem Fowler, 5 h.p. Norton	36.2
2. W. H. Wells, 5 h.p. Vindec	32.3
1908. Single-cylinder class.	
1. J. Marshall, 3½ h.p. Triumph	40.4
2. C. R. Collier, 3½ h.p. Matchless	40.1
Twin-cylinder class.	
1. H. Reed, 5 h.p. Dot	38.6
2. W. H. Bashall, 6-7 h.p. Bat	38.2
1909. Singles and Twins.	
1. H. A. Collier, 6 h.p. Matchless	49.0
2. G. L. Evans, 5 h.p. Indian	48.0
3. W. F. Newsome, 3½ h.p. Triumph	44.9
1910. Singles and Twins.	
1. C. R. Collier, 5 h.p. Matchless	50.6
2. H. A. Collier, 5 h.p. Matchless	49.2
3. W. Creyton, 3½ h.p. Triumph	47.9

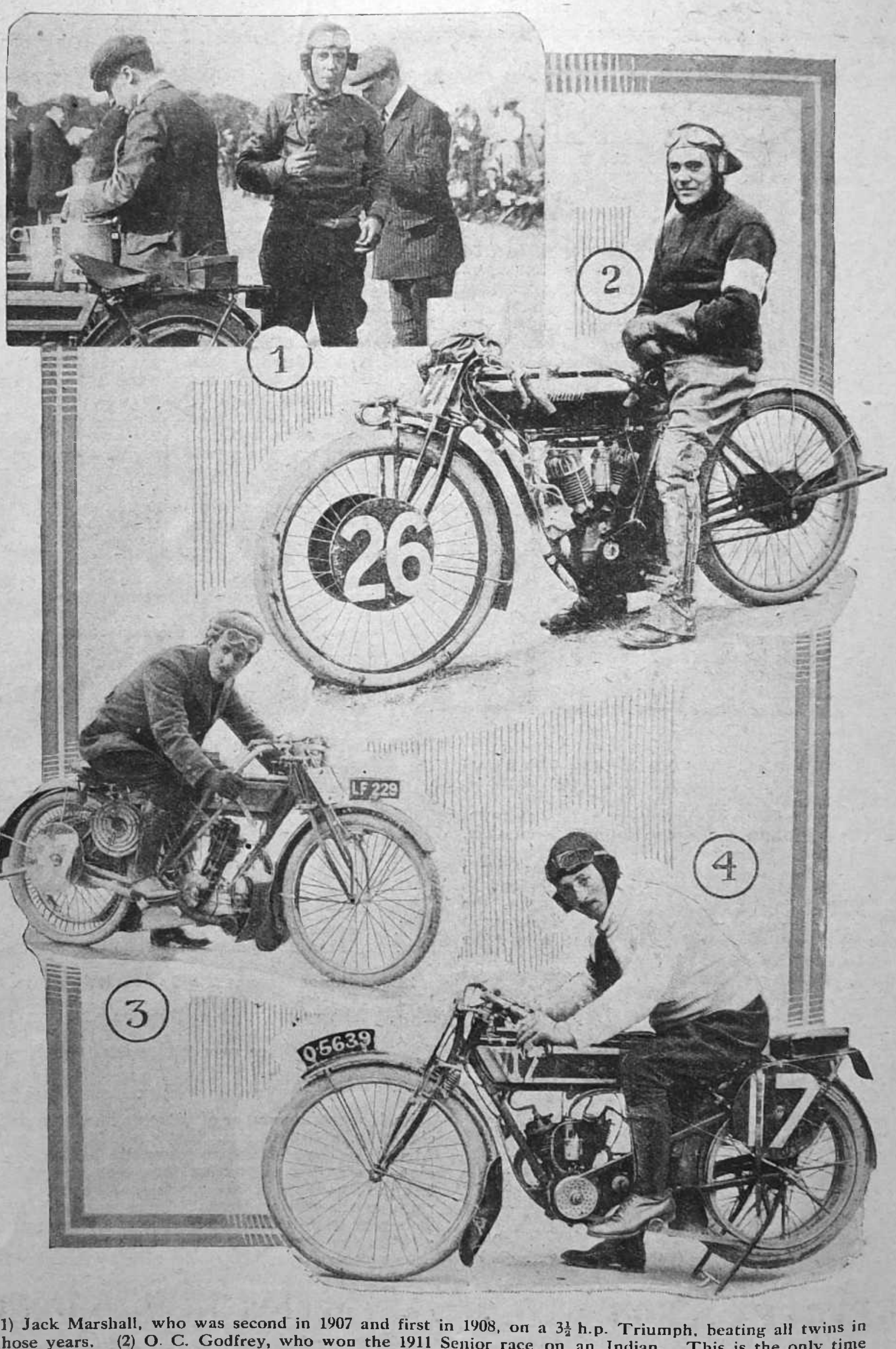
In 1911 a longer circuit of 37½ miles, known as the "Four Inch" course was chosen, viz.: Douglas, Ballacraine, Kirkmichael, Ramsey, Snaefell to Douglas, and this course has been used ever since. Another race, also, was held for lighter machines, up to 300 c.c. single or 340 c.c. twins, and the limit for the big twins was reduced to 580 c.c. This again was a day out for twins, for the Junior event was won by a twin Humber, and the first three places in the Senior event were obtained by twin Indian machines.

In 1912, twins and singles were put on an even footing, but the twins again proved their superiority on this course by securing first four places in the Junior and winning the Senior event by over six minutes. 1913 saw the return to the fray of both types of machines, the singles again determined to wrest the trophy from the multi-cylinders, but in spite of a very close race—only five seconds separated Abbott's Rudge from Wood's Scott—the twin again won the Senior event, while Mason on the N.U.T., and Newsome on the Douglas were well ahead of the first single in the Junior event.

The results and times of the last three years races were as follow:—

1911. Junior Race over 150 miles.	Average speed in m.p.h.
1. P. J. Evans, 2¾ h.p. Humber	41.5
2. H. A. Collier, 2 h.p. Matchless	39.8
Senior Race over 187½ miles.	
1. O. C. Godfrey, 3¾ h.p. Indian	47.6
2. C. B. Franklin, 3¼ h.p. Indian	46.9
1912. Junior Race, 150 miles.	
1. W. H. Bashall, 2¾ h.p. Douglas	39.2
2. E. Kickham, 2¾ h.p. Douglas	38.8
Senior Race, 187½ miles.	
1. F. A. Applebee, 3½ h.p. Scott	48.7
2. J. R. Haswell, 3½ h.p. Triumph	47.2
1913. Junior Race over 215 miles (two days).	
1. Hugh Mason, 2¾ h.p. N.U.T.	41.7
2. W. F. Newsome, 2¾ h.p. Douglas	41.6
Senior Race over 262½ miles (two days).	
1. T. Wood, 3¾ h.p. Scott	48.3
2. A. R. Abbott, 3½ h.p. Rudge	48.3

Each year the number of entrants has increased considerably, and this year there are 161 competitors. Almost all the well-known riders are back again, and along with them are several new men and machines, but the accidents in last year's race have caused the rules for the coming events to be considerably altered. This year there will be no chance of a rider coming to grief in the race on account of his not knowing the course properly or because he is not wearing suitable headgear, for no one will be allowed to start unless he is wearing an approved helmet and has been round the course at least six times, one of which must be done within 60 mins. in the Senior and 70 mins. in the Junior Race. This will have the effect of eliminating those machines which would have no chance of winning the races, and will thus leave the course clearer for the faster motorcycles.



(1) Jack Marshall, who was second in 1907 and first in 1908, on a 3½ h.p. Triumph, beating all twins in those years. (2) O. C. Godfrey, who won the 1911 Senior race on an Indian. This is the only time that the trophy has gone to a foreign make. (3) C. R. Collier won both the 1907 and the 1910 events. The photo. shows him on his 1910 machine. (4) P. J. Evans and the little twin Humber on which he scored a runaway victory in 1911.



Hugh Mason.

Two well-known T.T. WINNERS.



W. F. Newsome

T.T. RACES

and all the most important events —road and track—have been

WON BY RIDERS

using

PEDLEY BELTS

All the most successful competition riders fit the PEDLEY. They know from experience that it is the only Belt which can be absolutely depended upon under exceptional stress, and under the most severely imposed conditions. It holds the impregnable position of Belt supremacy—won by sheer merit: merit of perfect quality. Here is evidence of some of the riders to prove PEDLEY perfection.

HUGH MASON:—

"The Pedley Belt used in the 1913 Junior T.T. Race completed the six laps without one single instance of trouble. Same is still in perfect condition."

G. E. STANLEY:—

"I have proved your belts to be a mile an hour faster than anything else I have touched."

W. B. GIBB:—

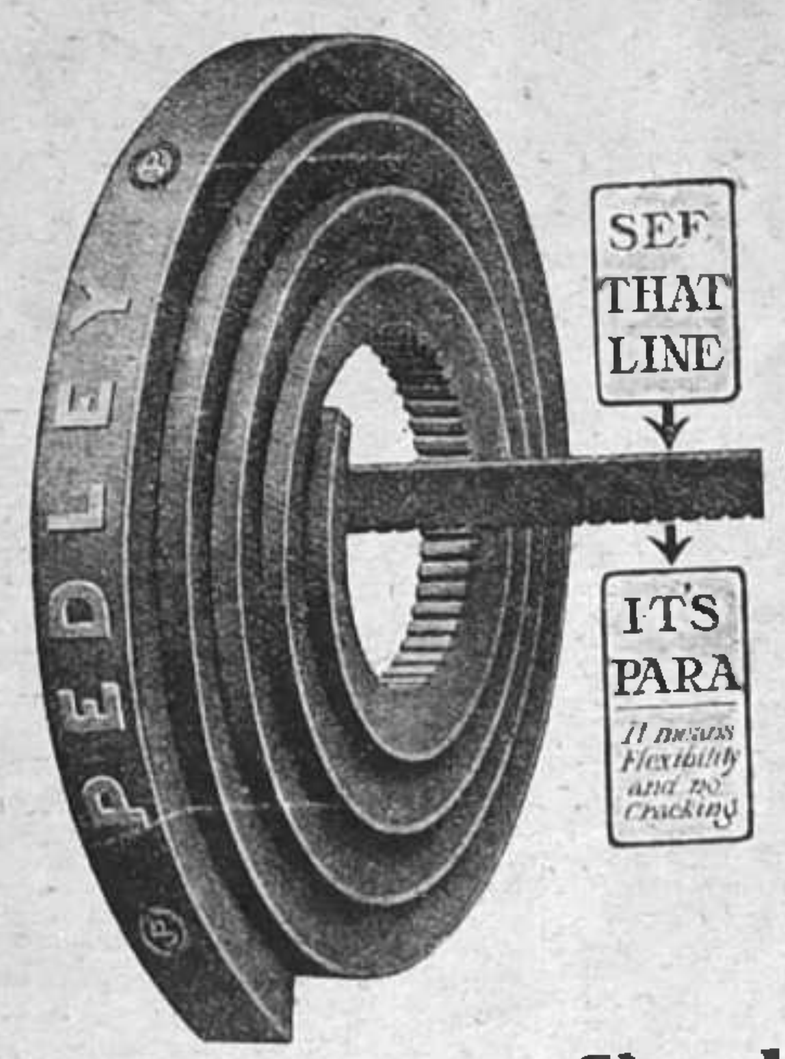
". . . . utmost satisfaction with the Pedley Belt. The trial has yet to come where a Pedley has failed."

H. E. HASWELL:—

"I am highly delighted with Pedley Belts. The belt is still in perfect condition, which speaks volumes for its quality, after strenuous work."

J. COCKER:—

"I am pleased to state the Pedley Belt gave perfect satisfaction, and was in no way affected by the wet, and I was agreeably surprised at the total absence of belt slip, which had previously been my biggest trouble with a small section belt.



HOWARD RIDDELL:—

"I was successful in breaking eighteen Class C records with your belt. I was delighted with it—not the slightest trouble."

W. F. NEWSOME:—

"The Pedley Belt I used in the Island for practice and during the race gave perfect results. It ran throughout without being touched. Further comment is needless."

S. F. GARRETT:—

"The belt was in such good condition at the finish of the race that I used same at Brooklands in three sidecar races, and it is still good for further service. Other competitors think this belt is fine."

V. E. HORSMAN:—

"I used a Pedley Belt in the Six Hours Race at Brooklands and finished third. Although I carried a spare I had no need to use it, completing a distance of 311 miles in the six hours without touching the belt."

J. PEDLEY & SON, LTD., Great Charles St., Birmingham

London: 30, Holywell Lane, E.C.

It will always pay

to buy the lamp which is absolutely dependable—its extra cost in comparison with that of "the other kind" is often infinitesimal, and sometimes no extra whatever is entailed.

Anyway it's decidedly unwise to "dabble with the doubtfuls."

It's far better, and surely safer, to select a

MILLER

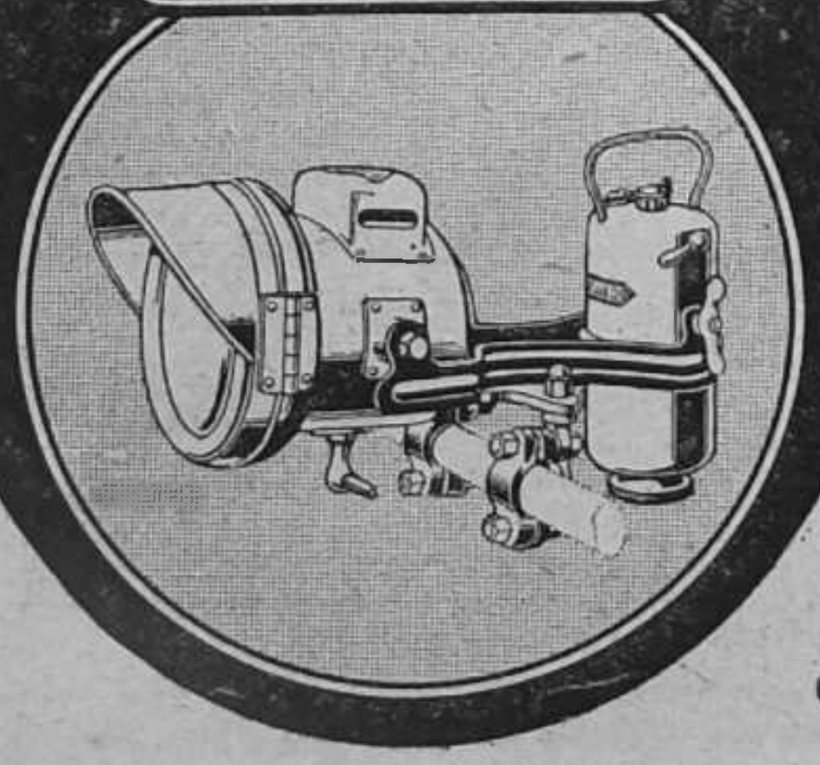
because no other lamp, whatever name it bears, can approach the Miller in the matter of dependability—and that fact is generally admitted.

Of the Miller Models there are several—the one we illustrate is the 29H and one or two features worthy of note are—

The greatly-strengthened and practically unbreakable carrier—the non-splash generator—the 4in. specially-ground mangin lens mirror—the detachable front glass and the new type burner which cannot crack glass or reflector.

It's price is 37/6 and, together with all other models, it is described fully in our latest Catalogue—let us send you copy.

H. MILLER & CO., LTD.,
The Lamp Specialists,
BIRMINGHAM



O.K. POINTS

The power unit of the

O.K. JUNIOR

is exclusive to the machine which bears that name.

The frame and the unit have been designed expressly for each other, and in the manufacture of the latter no consideration as to its suitability for rapid and easy assembling by all and sundry assembling firms has been permitted.

It follows that when you buy

the first and only fully equipped miniature to conquer Snowdon and in record time at that

you are purchasing a mount dissimilar to any other and with merits that no other can possibly possess.

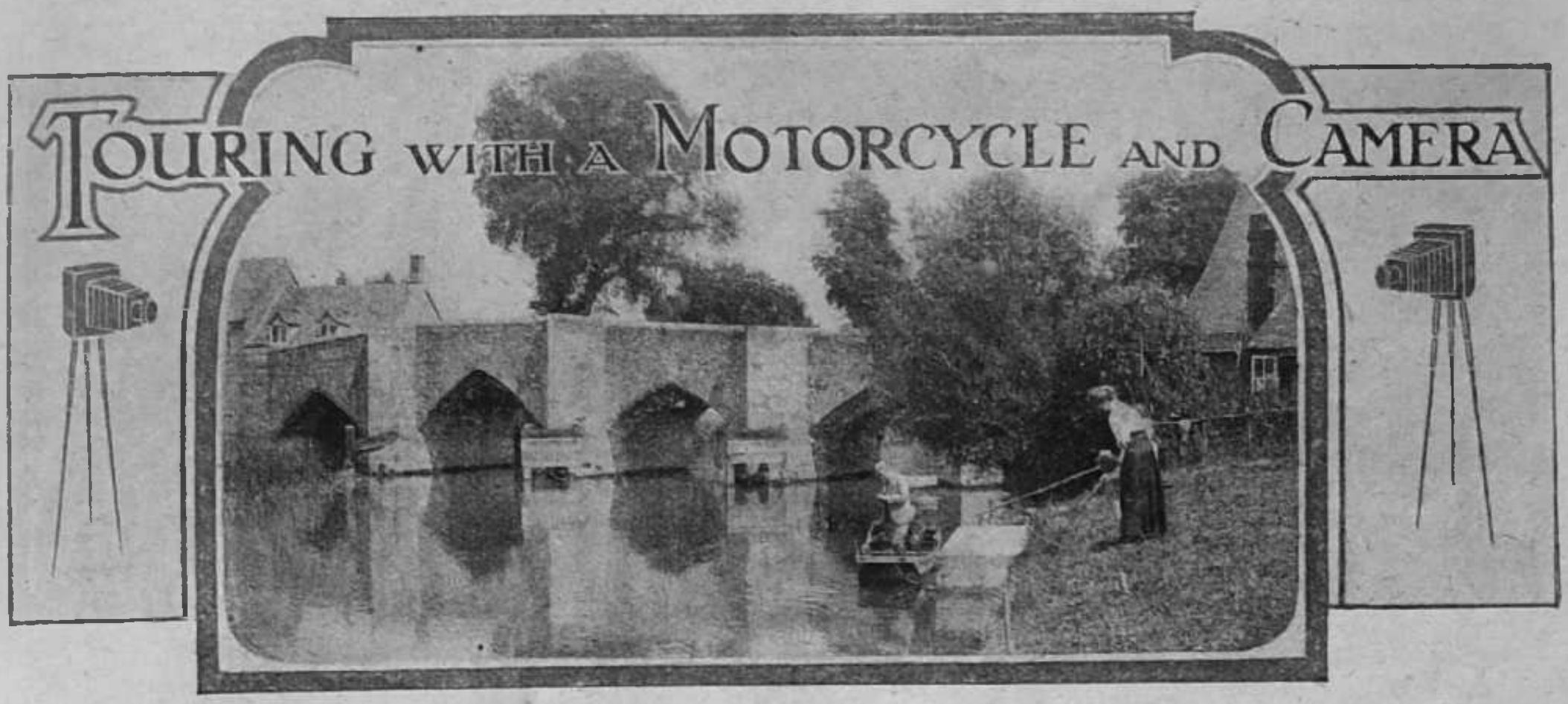
Note these details—4 cycle Engine 58 x 72 mm. = 190 c.c.—a real two horse and incomparably superior to the two stroke. Two speed gear. Weight complete 120 lbs. Petrol consumption 140 m.p.g. Speed 36-40 m.p.h. and

Price £30.

Ask for Catalogue and list of Agents from whom you can purchase on deferred payments.

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The Little mount with a big future



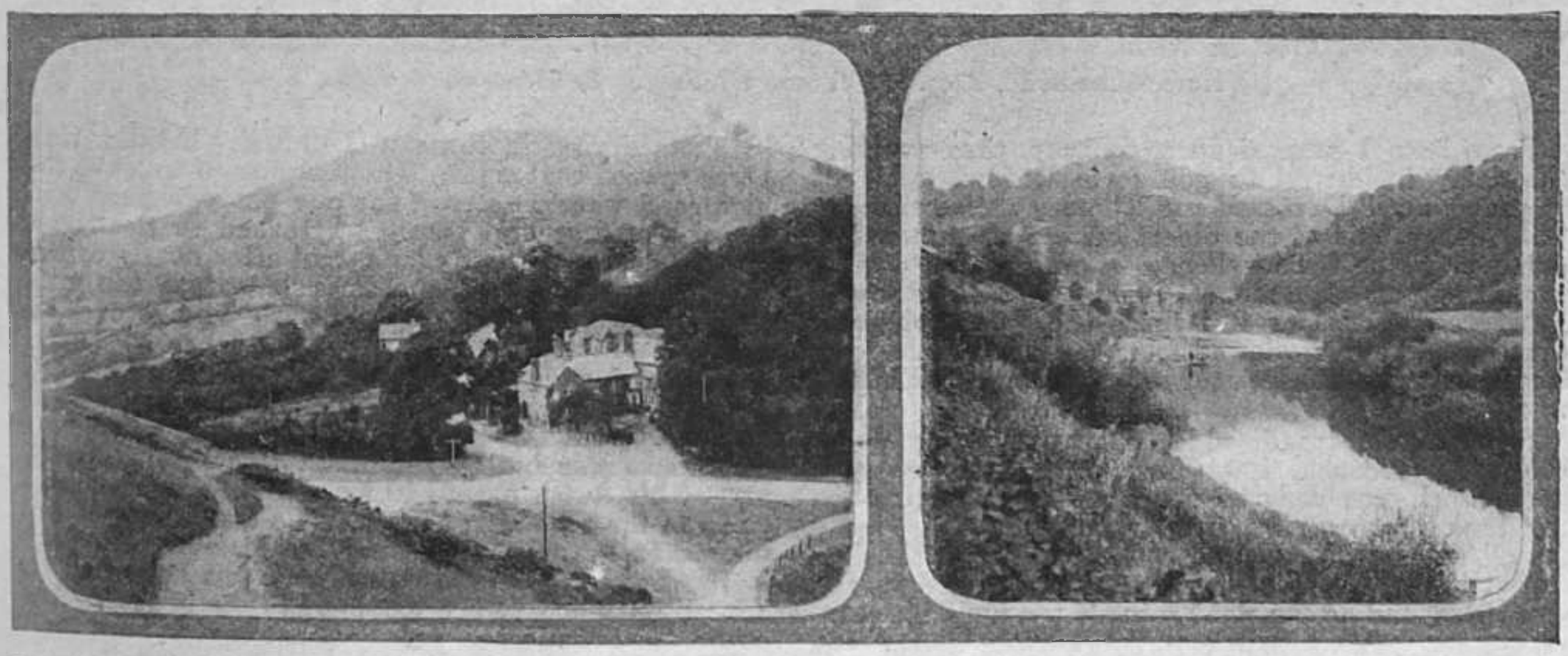
A Jaunt in Search of Picturesque Scenery.

IT was one fine morning between the hours of eight and nine that I shook the dust of Ilford off my 3½ h.p. Triumph and started on my first trip. My intention was to "do" the country lying between the Cherwell and the Severn, touching the Wye Valley, should time permit.

The weather was not very promising, but sufficiently so to cause the municipal water-carts to come out in their dozens, spreading coatings of death and destruction over the already badly-worn tramlines. Of the journey to London, along that charming highway (the Mile End Road) the less said the better, as such painful memories are best left undisturbed.

Suffice it to say, that within the space of an hour, I was bidding farewell to Slough, and opening up towards Maidenhead. London was now only a memory, and I was beginning to feel the benefits of a good engine on a good road. After passing Maidenhead the Bath Road was left behind, and I turned off in the direction of Henley. After some minutes climbing I found myself at the top of a fairly steep hill, with the town and river spread below. As I did not intend to return by this route, I did not take any notice of the hill, but glided down into the town, where some fine views of the river were obtained, and hence my first stop. However, after a few minutes, I was away again, and climbing the Chiltern slopes between Henley and Nettlebed. Nettlebed Common, which boasts of a fine golf course, was soon passed, and then the glorious spin down the other side of the ridge, where I fear I conformed more to the spirit than the letter of the law.

A passing signpost acquainted me that I was within two miles of Wallingford, where, in 1153, Stephen signed the Treaty acknowledging Henry as his heir. It was a somewhat later event, however, which brought the place so prominently to my notice; for here resided those three daughters of the local innkeeper, known far and wide as the "Belles of Wallingford." Presuming their decease, I kept on the main road until I reached Dorchester, whose elongated church compelled me to take a photograph, but as the light was somewhat dull I did not waste any time on the Jesse window, but continued on my way to Abingdon. This was reached in due course, and entered by way of Burford Bridge, which, I am given to understand, has no connection with the well-known hotel of that name.



The British Camp Hotel, with the fine Malvern hills in the background

Redbrook on the Wye.



(1) Horse-shoe Bend, Ross. (2) Tintern Abbey. (3) Stratford-on-Avon.

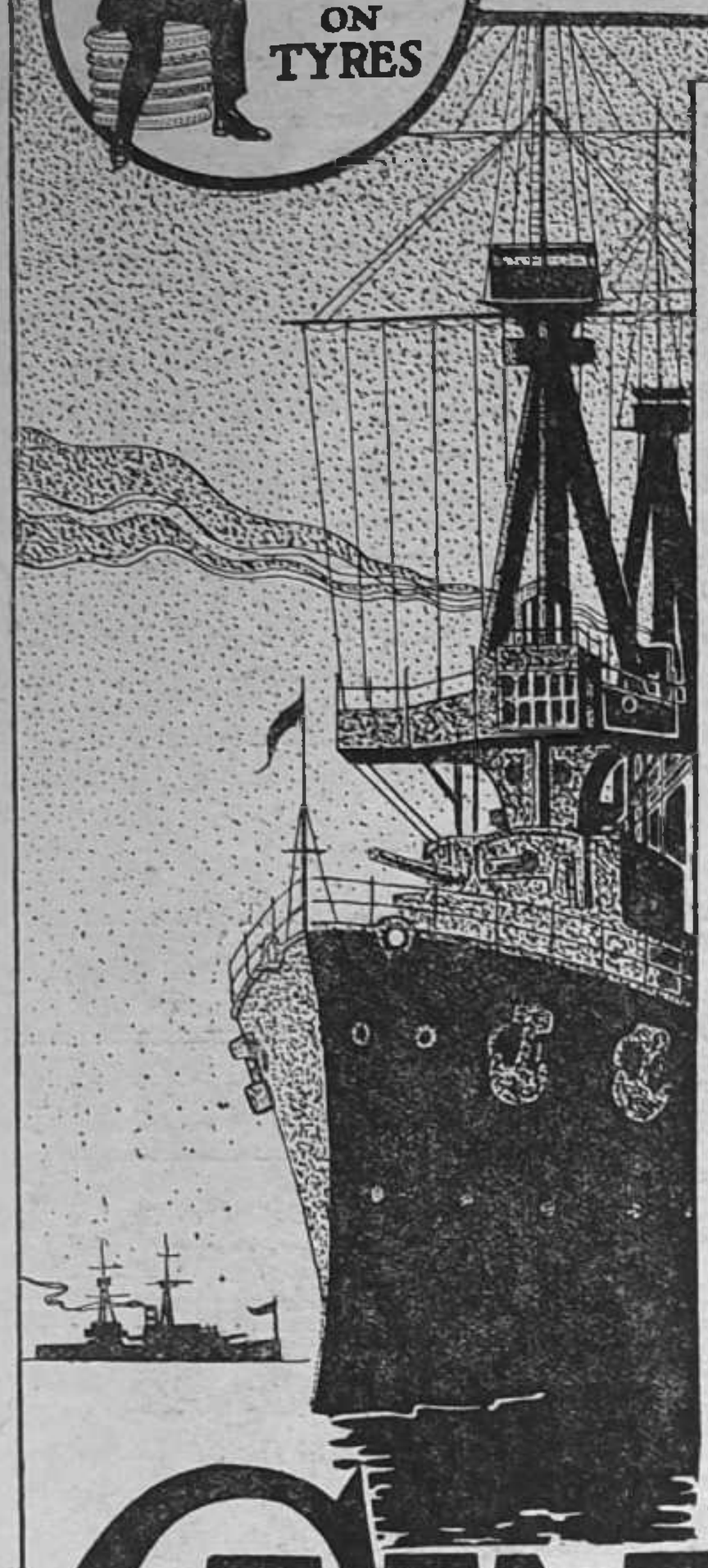
From here I pressed on to Witney, thus avoiding the delay incidental to going via Oxford, and not stopping until I crossed the Thames at Newbridge. This bridge, one of the oldest on the river, was the one over which Cromwell passed on his way to quell the mutiny of the Levellers in 1649. The bridge and its surroundings (for it is here the Windrush joins the Thames), when viewed from the river bank, form a scene, the peacefulness of which it would be difficult to surpass.

Following the road, which practically runs alongside the Windrush, I was soon in Witney, where a good lunch was very acceptable. Here I refreshed my tank and camera, not to mention the "inner man," and leaving Witney put on speed on the Cirencester road. This splendid road runs along the top of a ridge, and on the right spreads out in all its grandeur the Windrush Valley, whilst Leafield Church can easily be discerned on the distant hilltop. The valley of the Windrush is generally the scene of acres of blankets drying in the sun, but being holiday time I was spared that sight. The temptation to leave the high road was too strong for any photographer, and so, at the first opportunity, I turned to the right, down a narrow winding lane, and after nearly colliding with a trap, and almost rushing into the millstream, I pulled up in the old-world village of Minster Lovell.

Minster Lovell bears a somewhat deserted aspect, and, but for the ruins of its manor house and quaint church, would have sunk into oblivion years ago. The house was built by William 11th Baron Lovell, and at his death passed to his son John, who lies in effigy in the adjoining church. The last holder of the place was Francis 13th Baron Lovell, who took part in the Lambert Simnal rising, and was supposed to have been killed at the battle of Stoke in 1487. Another story connected with the spot is that here took place the tragedy described in the Christmas song "The Mistletoe Bough."



Built to protect you



When we named this tyre the Clincher "Dreadnought," we did so because the name was the most appropriate.

We hear lots about possible invasion and our Dreadnoughts are here to protect us. Tyre troubles are apt to invade anyone's riding unless Clincher "Dreadnoughts" are fitted as a protection.

This tyre is a very marvel of endurance. It will stand all the hard knocks and hard wear of bad roads. Its tread forms the most effective non-skid possible. Its resiliency and life give you great speed and a degree of comfort in riding not to be obtained elsewhere.

Only a tyre of supreme quality could give the results the "Dreadnought" does. It is made of the finest quality rubber, the fabric is specially constructed and of the greatest durability, and the tyre is tested in our laboratories in all stages of manufacture —that is why there are no defects in Clincher "Dreadnoughts."

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GODIVA GOLD CUP ... ... won by Mr. H. R. Davies (Sunbeam S.C.).
MANUFACTURERS' TEAM PRIZE ... ... won by the "James" Team.
THE AMATEUR PRIZE & GOLD MEDAL, Class 3, won by Mr. W. Cooper (8 h.p. Humberette)
AMATEUR PRIZE, Class 2, won by Mr. W. N. Hardwick (Rudge); also 6 Gold Medals

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5 GOLD MEDALS, 3 SILVER MEDALS & 1 BRONZE MEDAL for "CASTROL" USERS.

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"JAMES"

LATEST PERFORMANCES!

¶ The remarkable performances of The "JAMES" WEEK BY WEEK is positive proof of RELIABILITY. Note these :—

DUTCH 3 Days' Reliability Trial, April 21, 22, 23, Mr. Witteveen, riding a "JAMES" Big Single and Sidecar, got through with **FULL MARKS**, and obtained **FIRST-CLASS CERTIFICATE.** Only ONE other competitor gained this distinction.

COVENTRY M.C.C. OPEN Reliability Trial, May 2nd. K. H. Clarke, riding a "JAMES" TWIN Solo Mount, and T. Stevens, riding a "JAMES" Big Single and Sidecar, **WON 2 GOLD MEDALS. TEAM PRIZE**, for Manufacturers' Teams, WON by the "JAMES" Team :— T. Stevens, K. H. Clarke, and H. G. Dixon.

BIRMINGHAM M.C.C. Birmingham—Weymouth—Birmingham. FIVE "JAMES" entered—**AWARDED FIVE GOLD MEDALS.**

ALL ABOVE RIDERS USED DUNLOP TYRES.

¶ Remember, the Famous "JAMES" machines embody ALL-ENCLOSED CHAIN-DRIVE, THREE-SPEED COUNTERSHAFT GEAR, KICK-STARTER F.E. CLUTCH (Hand and Foot Controlled)—LEADING FEATURES OF THE "JAMES" SINCE 1911 ! ¶ For SOLO or SIDECAR work, you cannot do better than invest in The "JAMES"—the ORIGINAL All-enclosed Chain-Drive machine ! Ask for "The JAMES Manual" which gives full particulars—and WATCH THE PERFORMANCES of the famous "JAMES" WEEK BY WEEK.

The JAMES CYCLE CO., LTD., BIRMINGHAM ; and LONDON.

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¶ For pedal-cycling there is no mount to surpass "The JAMES"—ask for "The JAMES Bicycle Book" which describes all models.

B.H.S.

Touring with Motorcycle and Camera (contd.).

After driving various farmyard animals from amongst the ruins, I was able to secure some records of the scene, and then, having ascended the winding lane to the main road, proceeded on my way to Burford, which has much of historical interest to boast of. A couple of centuries ago it was the resort of Oxford students, the races being the event of the year, and it was twice visited by Charles II. Its decay undoubtedly came with the withdrawal of the stage coach, but there are chances of a rise in its fortunes with the advent of motor traffic. The church is certainly more than one would expect to find in such a place, its monuments being of exquisite workmanship. It was on the roof of this church that Cromwell paraded the mutineers in his army to see the execution of their leaders.

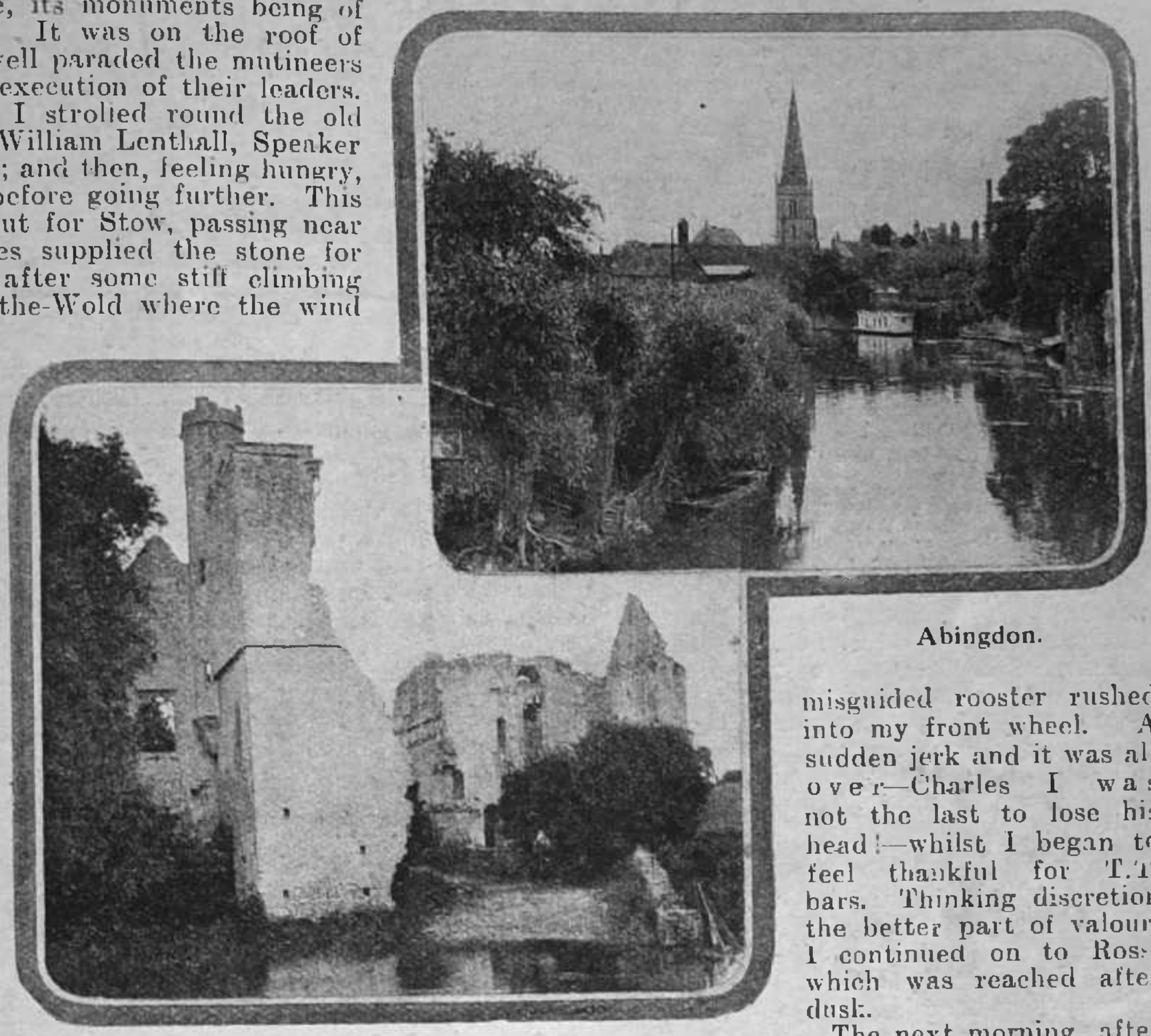
Quitting the church, I strolled round the old priory, once owned by William Lenthall, Speaker of the Long Parliament; and then, feeling hungry, I decided to have tea before going further. This operation over, I set out for Stow, passing near Taynton, whose quarries supplied the stone for Blenheim Palace, and after some stiff climbing I arrived at "Stow-on-the-Wold where the wind blows cold." Stow was noted for hundreds of years for its fair, held twice yearly under a charter of Edward IV, but now the only point of interest is its tower, which forms a landmark for miles around, and is certainly well worth a visit from a motorcycling photographer.

Leaving Stow by the Cheltenham road, I glided down through the Windrush Valley, and then began to climb the Cotswolds in real earnest. What a feeling of admiration I felt for my machine, as I found myself getting higher and higher, each thump of the engine bringing me nearer the top. The sun was just setting as I crossed the summit, and the view, looking back towards Stow, was very fine, the village of Naunton appearing as a spot in the valley below.

From here the road makes a winding descent into Andoversford, where, before the bridge was built, the gentleman used to "hand over" the ladies who wished to cross the stream. Six miles past Andoversford I was driving into Cheltenham, which was to be the end of my first day's ride. After leaving my machine at the nearest garage, I spent the rest of the evening admiring the spring fashions on the "Prom."

The next morning I, as usual, overslept myself, and so it was nearly 11 o'clock before I started for a spin round the country lying to the south of the town. This part of the world was the greatest collection of freak hills I had ever been in; some I climbed, some I did not, but the results were very satisfactory to my own mind. Passing through Painswick, I congratulated myself upon the decease of Sir Anthony Kingston, for had he now been lord of the manor, I fear some followers of "Jehu the son of Nimshi" would have adorned his gallows. Returning to Cheltenham for lunch, I spent most of the afternoon in the town, which seems to be the only place having any pretence to life for miles around, and which has a pleasing appearance at first sight.

Saturday evening I left Cheltenham, and after what seemed only a few minutes "all out" was running through Gloucester, whose cathedral is the Mecca of photographers. The tide was low and nothing but mud met my gaze, so I left the town with disgust equal to that of the old "Dr. Foster" who once paid it a visit. I was now 15 miles from Ross, at which place I intended to spend the night, so I put on a little more speed. Just after passing Huntley, a misguided rooster rushed into my front wheel. A sudden jerk and it was all over—Charles I was not the last to lose his head!—whilst I began to feel thankful for T.T. bars. Thinking discretion the better part of valour, I continued on to Ross, which was reached after dusk.



Minster Lovell.

Abingdon.

The next morning, after paying the local repairer for two new spokes, which he declared were absolutely necessary, I started to get a few views of the Wye Valley. Crossing the Wilton Bridge, I found myself on roads which, if they did not allow much hustle owing to the bends, certainly contained more than their share of charming scenery, so that I was continually stopping to obtain views of the quickly-changing panorama. After visiting Symond's Yat, I regained the main road and made for Monmouth, where the Monno Bridge quickly fell a victim to my camera. Monmouth is a dirty place, and I was glad to leave it and get on to Tintern, stopping at Redbrook and Bigsweir for more pictures of the river. Tintern Abbey was reached and photographed from within and without; then, deciding it was not worth while going further, as the river is a tidal one and loses its charm, especially at low tide, I started back for Ross, which I reached in time for lunch.

After lunch, I left Ross for Ledbury, the road being one continuous rise, with some tricky hairpin bends when crossing the Woolhope Hills. If it was hard work before Ledbury, it was more so after, and on some of the hills the steepness of the ascent combined with the surface called for occasional slipping of the

Touring with Motorcycle and Camera (contd.).

clutch. Although somewhat mortified at having to resort to clutch slipping, I felt nevertheless pleased at being able to pass comparatively large cars making hard work of it, and after a mile or so of this I reached the British Camp. Leaving my machine at the hotel, I climbed to the summit of the Herefordshire Beacon, from which point I was able to obtain views of the whole of the Malvern range. Had my machine been the three-speed model, I really believe I could have driven up the winding pathway to the summit, and some day I may attempt it.

William Langlands commences his "Visions of Piers Ploughman" with "From Malvern Hills on a May morning," and the sight is certainly capable of breathing inspiration into one so inclined.

A Nightmare Journey.

My mind, however, was far removed from such elevating thoughts; I was thinking of a previous visit to the place, when, owing to a peculiar noise, I had taken the engine down, found that the pin connecting the flywheels had come unriveted, and that the said flywheels were sparring with the connecting rod.

That journey to Stratford is still a nightmare, and no wonder that I felt a little nervous as I descended to the hotel, where tea was waiting for me. Assuring myself that such a calamity could never happen to a new 3½ h.p. which had not even smelt a sidecar, I left the camp and descended the hill, but before reaching the bottom turned off in the direction of Upton-on-Severn, which was soon reached and passed.

From here to Pershore a good view of Bredon Hill is obtained, but as the weather seemed questionable, I did not climb the hill but continued on through Evesham and Bidford to Stratford-on-Avon, which I reached before dark. The chief sights of Stratford—the church, Shakespeare's birthplace, Anne Hathaway's cottage, etc.—had no novelty for me, as I have often visited them; so I spent most of the next morning boating on the Avon. Early in the afternoon I left Stratford for home, hoping to enjoy to the full a good burst of speed. Some minutes later I had passed through Eatington, and was gazing in silent wonder at Sunrising Hill. I stopped to take a photo. of the hillside, whilst passers-by made rude remarks about jets and cooling. My photographic operations over, I hopped into the saddle and went for it.

All-out at Sunrising.

The first bend was negotiated at speed, the next followed at less speed, the engine then settling down to a steady pace, and without any effort whatever carried me over the top. My next stop was at Banbury, where I stayed to tea with friends and took in fuel for the last lap.

Leaving Banbury, I took the road for Brackley and Buckingham, my object being to get home as soon as possible, and the way the engine responded was marvellous. It was the first time I had put it to its utmost, and the passing landscape appeared like a fast-moving cinematograph film. Buckingham past, I made for Fenny Stratford, and then the 35 miles to Barnet passed under my wheels in a very short time. From Barnet it was chiefly town work, so that it took almost another hour to get through Enfield, Chingford, and then home to Ilford.

Looking back over the trip, it had been a complete success; the weather might have been brighter, but I had little room to grumble, considering I had been free from any trouble whatever, and the entire tour had been one of the most interesting holidays I have ever spent.

In connection with the opening of the Undercliffe Drive, at Bournemouth, on 3rd June next, a battle of flowers and a procession of decorated vehicles, including motors and motorcycles with sidecars attached, has been arranged, and prizes will be awarded as follow:—

	1st.	2nd.	3rd.
Best decorated motorcar ...	£20	£10	£5
Best decorated motorcycle with sidecar	£5	£3	£2

Anyone wishing to take part on this occasion should communicate with the Town Clerk, Bournemouth.



The awful condition of the Hastings road two miles south of Bromley. Note, instead of adopting the sensible method of repairing one side of the road at a time, the men have entirely covered it with loose metal.



SNOWDON with its excessive gradients is not too much for the TWO-STROKE IXION.



The 2½ H.P. IXION is the highest-geared and the FIRST Two-Stroke that has ever succeeded in climbing SNOWDON. Our first photo shows Mr. Grice about to commence the Climb, and the second shows the party at the Summit on 26th April, 1914.



OUR AIM is not excessive speed, neither does 80 m.p.h. on the road interest us. We are out for RELIABILITY and PLENTY of POWER to climb HILLS, and our little 2½ h.p. Two-stroke is the machine that WILL do that and get you THERE ON TIME without any EXERTION.

The price is right and our Booklet will be sent gratis by sending a post card to :—

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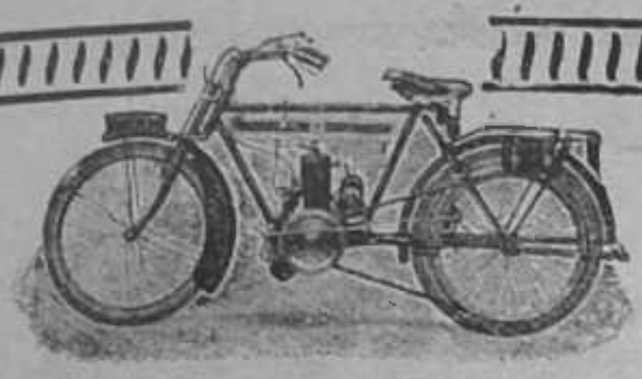
ROSS PETROL.

Numerous motor-cycling feats have been accomplished on ROSS PETROL, which is the best hill climber on the market

Manufactured by

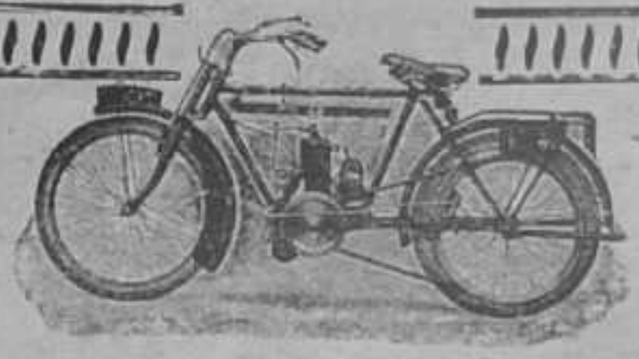
JAMES ROSS & Co., PHILPSTOUN OIL WORKS, LINLITHGOW.





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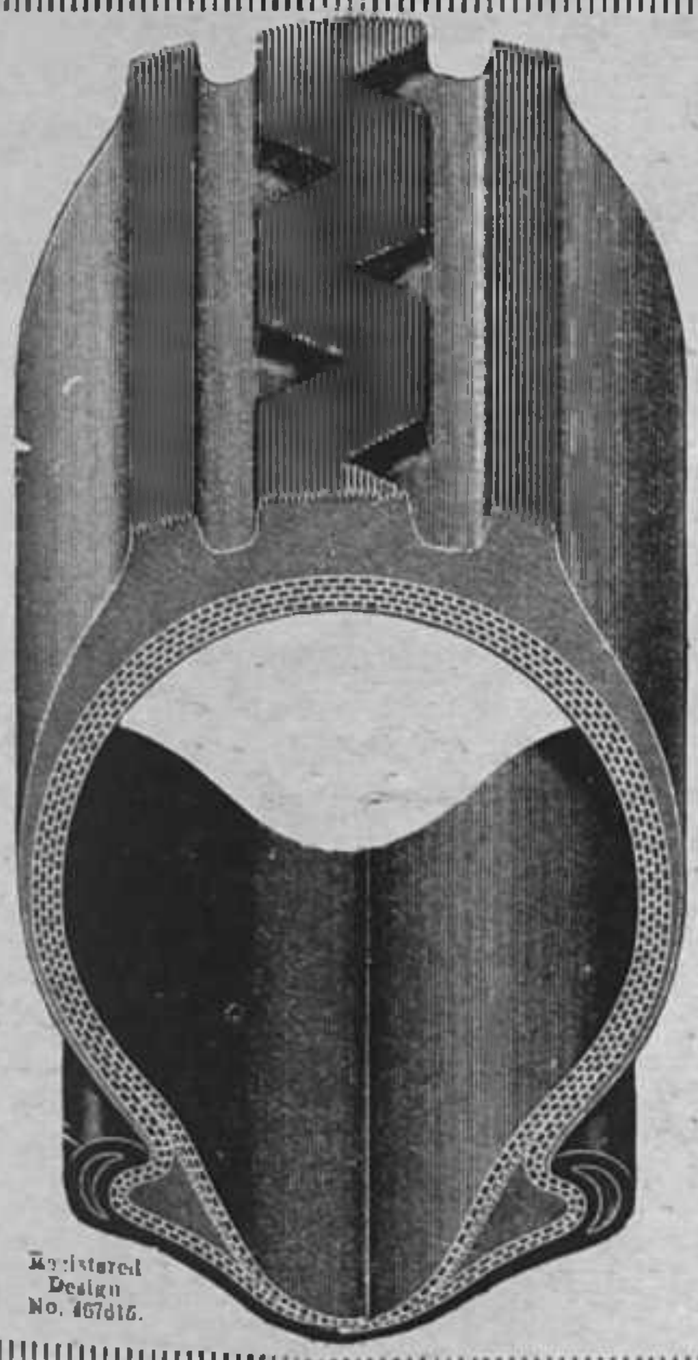
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Only one entered in each case, and a STANDARD MODEL throughout was used in each competition!

23 GUINEAS

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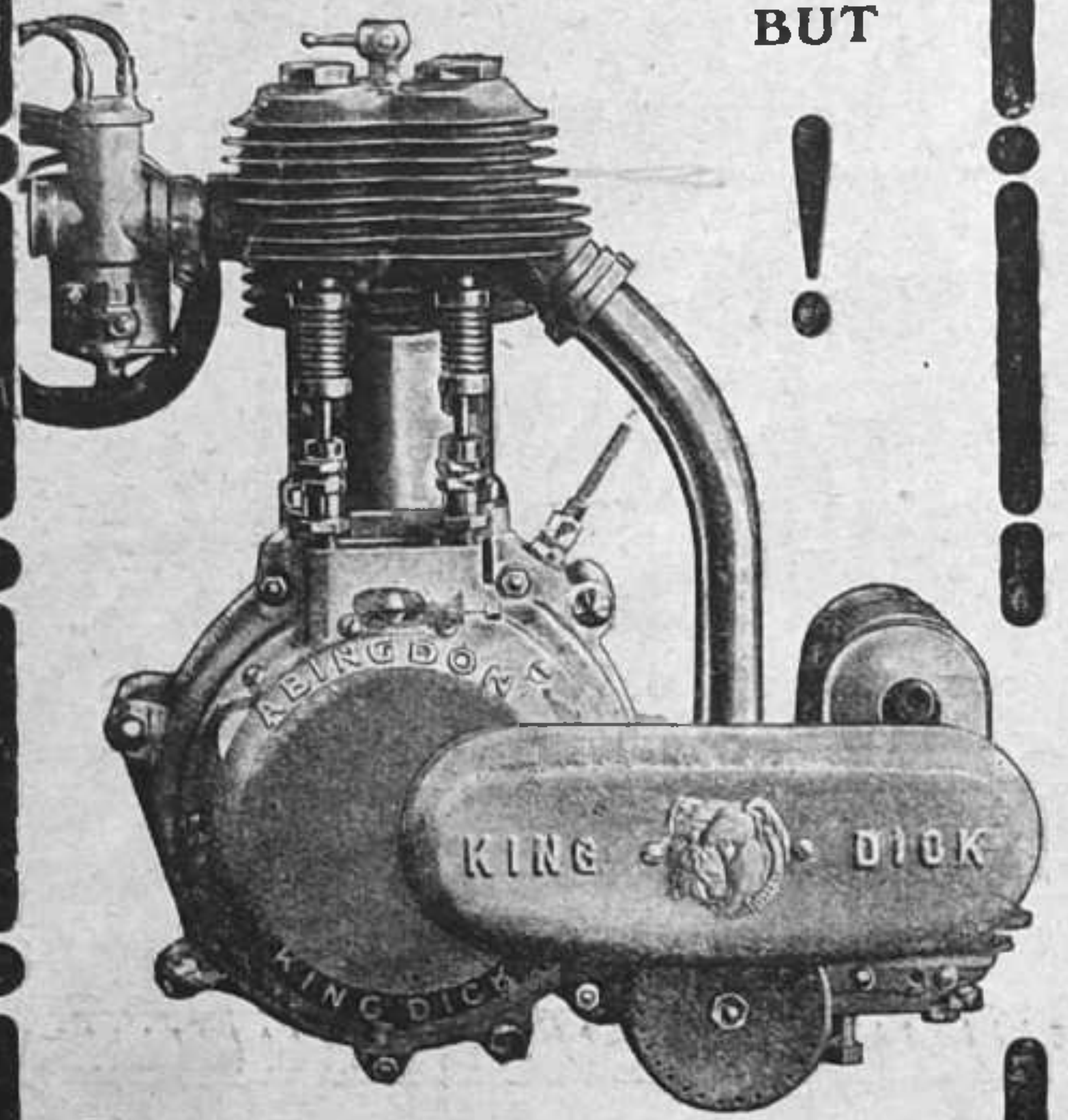
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First in Class 2 ... ... GOLD MEDAL.
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Second in 1,[illegible] c.c. class... ... ... SILVER MEDAL.

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Mr. T. F. Blumfield—3½ h.p. ... GOLD MEDAL.
Mr. H. H. Hopkins—3½ h.p. ... SILVER MEDAL.
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M.C.C. London-Land's End-London:
Mr. B. Croucher (First in Order of Merit)—
Single Cylinder ... ... GOLD MEDAL.

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April, 1914—**W.M.C.C. Hill Climb, Style Cup:**
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Special introductory offer to Agents.

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THE GREAT CIRCUIT DE L'EURE

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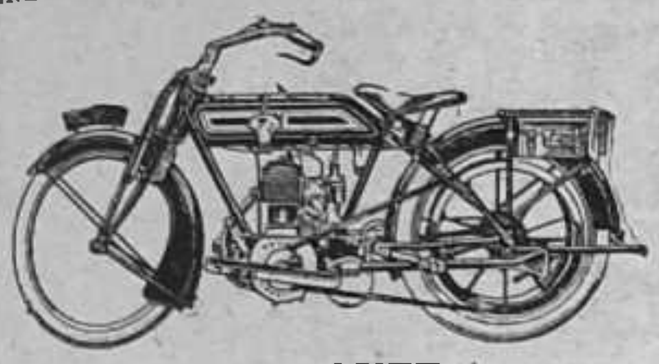
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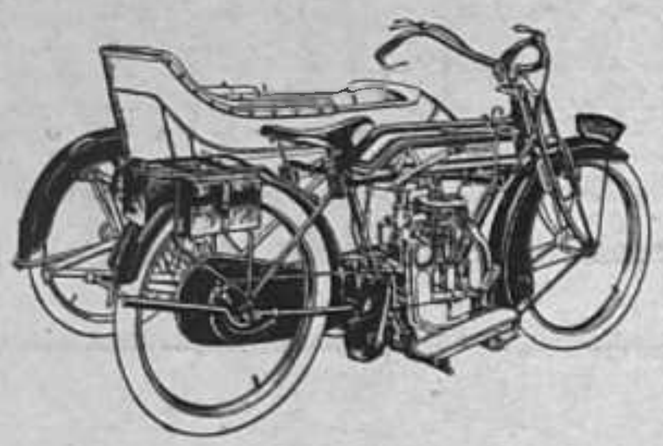
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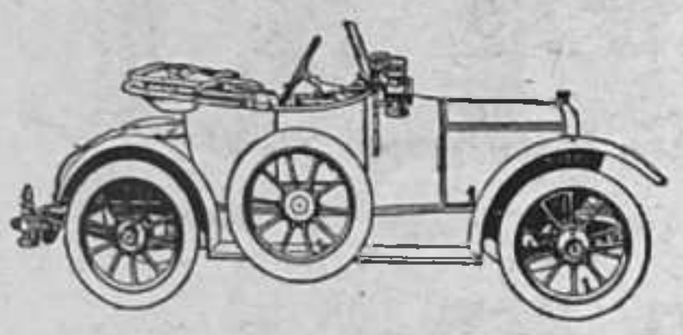
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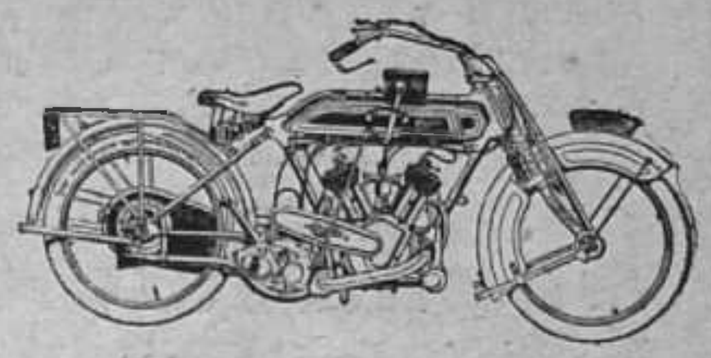
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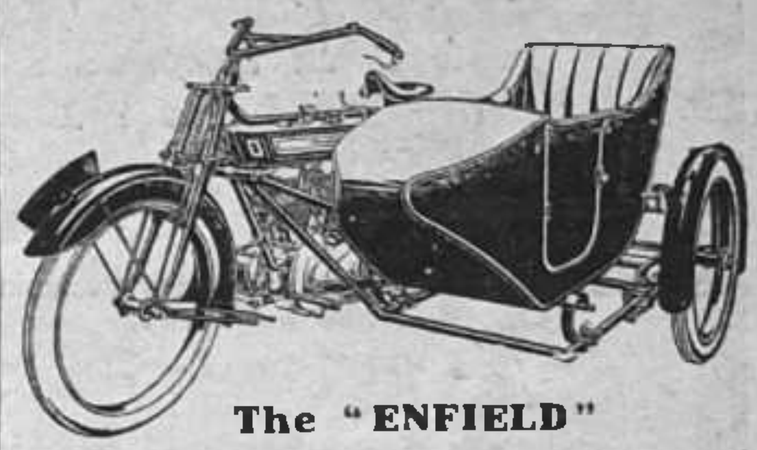


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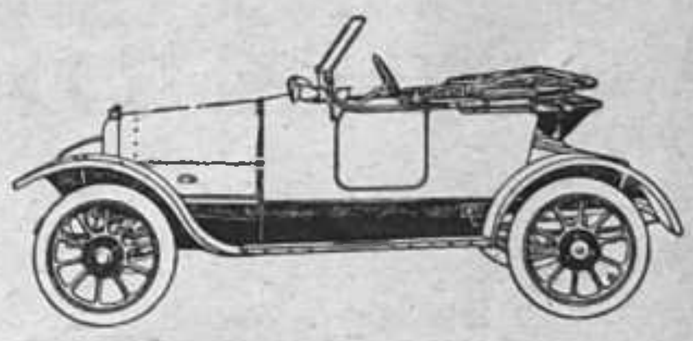


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Flying Kilometer, 57·6 m.p.h. Flying Mile, 58·63 m.p.h.

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Is being used in the T.T. by Triumph, Indian, A.J.S., Levis, Douglas, Rudge, Norton, Quadrant, Ivy, Calthorpe, Scott, Sunbeam, N.U.T., Ariel, Rover, and B.S.A.

Manufactured under the personal supervision of

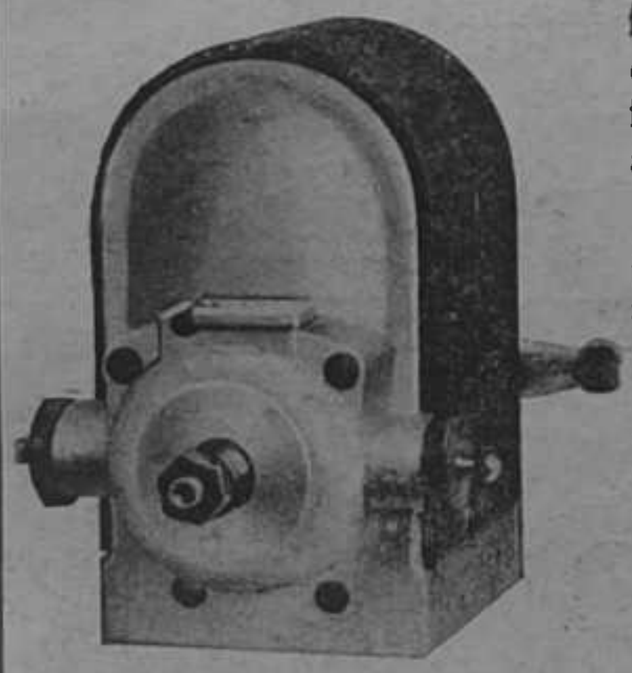
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in the T.T. Junior Brooklands Race, 18th April, 1914, on Douglas (2¾ h.p. engine) ridden by A. L. Bailey.

FIRST in both the kilometre and mile speed trials on Saturday, 2nd May, at Brooklands.

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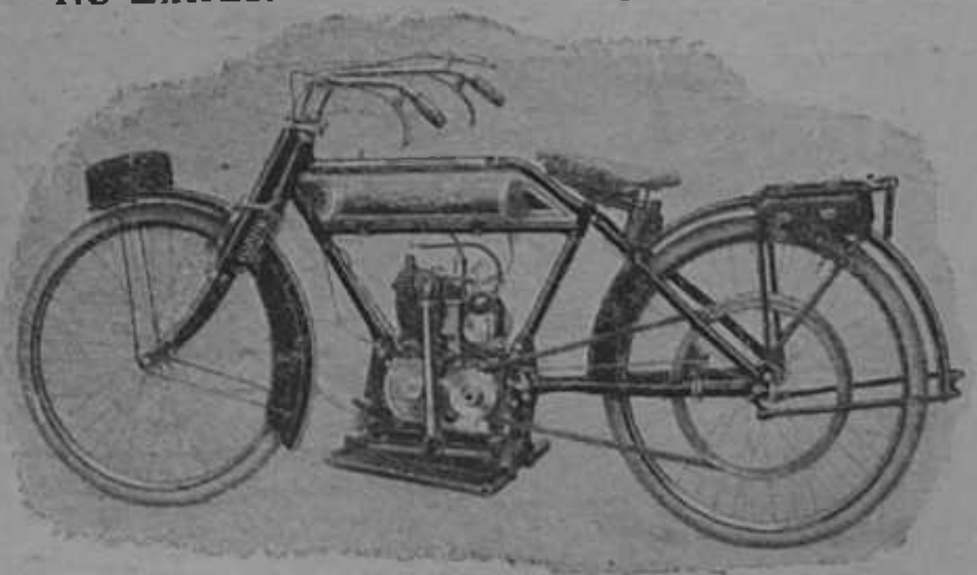
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27 Guineas.

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Send for our lists of 3½ h.p., 4 h.p. Twin, 4½ h.p. and 6 h.p. Models & Sidecars.

Coach-built Sidecars from £8 - 8 - 0 (15 Models).

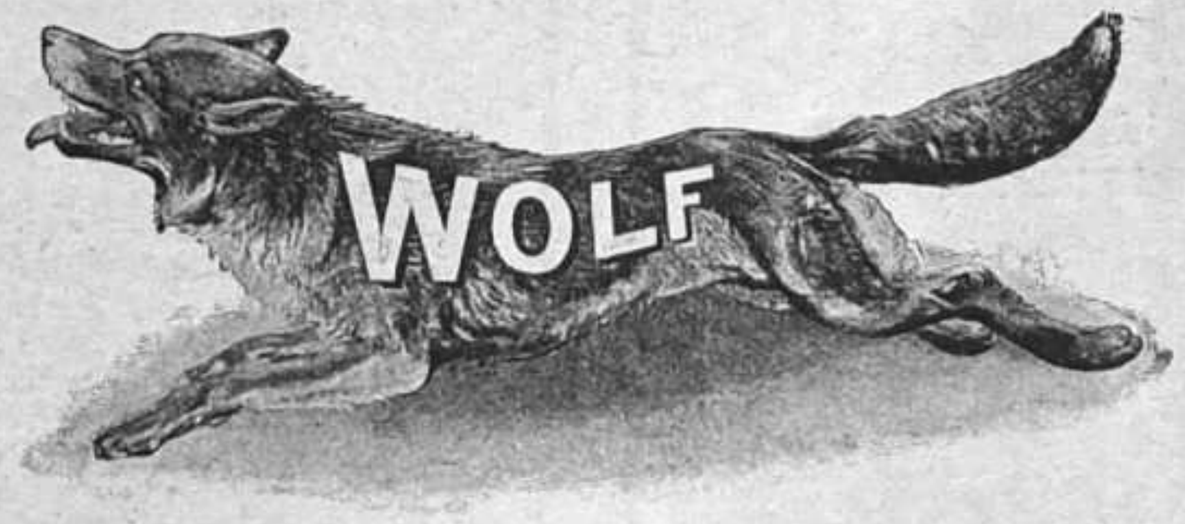
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WE CATER FOR ALL CLASSES

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totally unlike anything else—not to be confused with a padlock. Fastened with one hand—grips like a bulldog.

Every Motor-cyclist needs an

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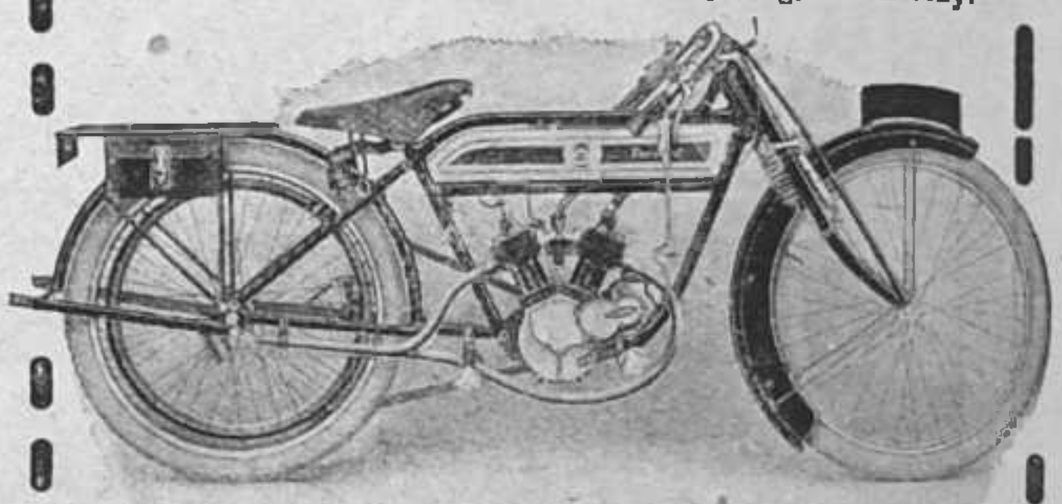
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FORWARD LIGHTWEIGHT

is like. For hard work and pottering, both of which we indulged in during the time we had the machine in our keeping, it approached the ideal."

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BRAMBLE SIDECAR

Meets every requirement
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Highly Finished.

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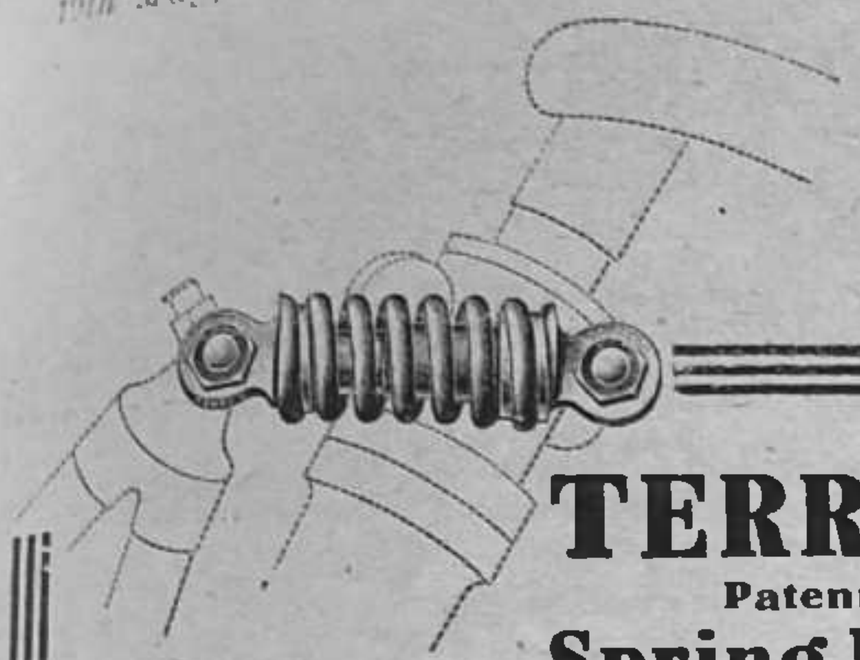
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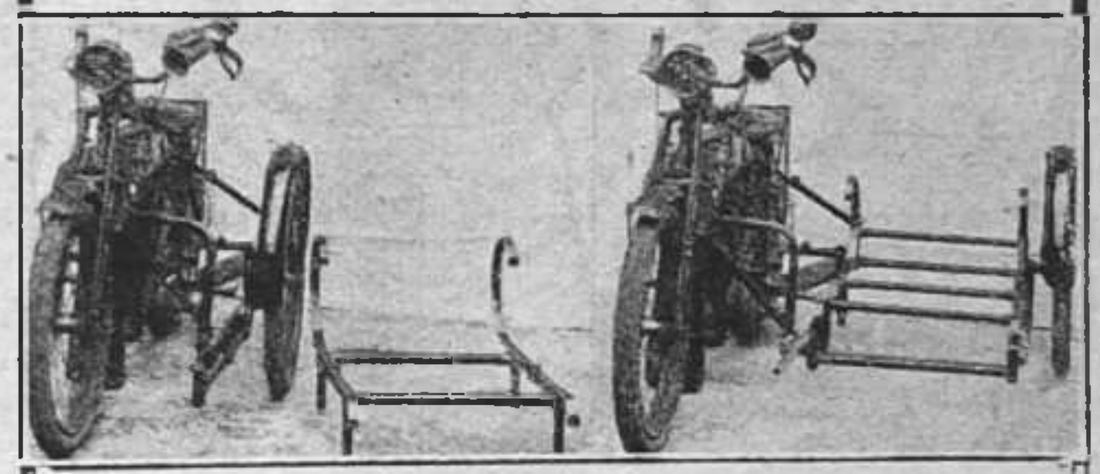
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BUY A FOLDING SIDECAR



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——ANTOINE, 5-6 h.p., twin, magneto, good tyres, £12. Chatwin's, King Street, Richmond. 36-s175

——ARIEL, 3½, variable gear, free engine, decompressor, splendid condition, Miller's lamp and generator, £28. 137 High Street, Crediton. 37-s191

——ARIEL for sale, 3 h.p., excellent condition, B.B.c., h.b.c., magneto, £7. 4 The Works, Tiverton. 36-o953

——ARIEL, late 1912, 2½ Precision, well equipped accessories, spares, including mudscreen, tyre, valve, etc., excellent condition, cost £44. £22 10s.; seen any time, owner, by appointment. North 1284. 33 Portland Road, Finsbury Park. 36-s183

——ARIEL, 1913, 3½ h.p., three speeds and clutch, semi-T.T. bars, decompressor, special large tank, splendid order, £38. Elce and Co., 15 Bishopsgate Avenue, Camomile Street, E.C. 36-149

——ARNO, 1913¾, 2¼ h.p., complete with all accessories and in most perfect condition, not ridden 2000 miles, hardly scratched, cost £34, take £23. Dipplin, 142 Brownhill Road, Catford. After 7.30. 36-o942

——ARNO, all red 1914 model, 3½ h.p., with coachbuilt sidecar, two-speed and free engine, Jones speedometer, Miller lamps, perfect condition, not been 1500 miles, still under guarantee, cost over £60, will take £37 10s. Smith, 25 Parchmore Road, Thornton Heath. Evenings. 36-o941

——AUTO-WHEEL makes pedal cycle a motorcycle, supplied and fitted for £16 16s. cash or monthly payments, immediate delivery. Wilkins, Simpson and Co., 11 Hammersmith Road, London. 47-b311

——AUTO-WHEEL, £16 16s. cash, or easy payments; immediate delivery, no waiting, in stock. Wilkins, Simpson and Co., 5 Ranelagh Gardens, Barnes, London. 48-d227

——AUTO-WHEEL, new September, 1913, attached to gent's Royal Enfield three-speed cycle, oil-bath gearcase, cheap. Moore, 50 Ramshill Road, Scarborough. 36-o643

——AUTO-WHEELS fitted to any bicycle converts it into a motorcycle, the greatest invention of this or any other age; a motorcycle at one-half usual cost, £16 16s., or 12 payments 30s. 10d. or 18 21s. 8d. each; carriage paid U.K.; immediate delivery. Write p.c. for illustrated list, or call and see the Auto at the showrooms, 248 Bishopsgate, London, E.C. 41-587

——AUTO-WHEEL, sell £10 10s., or exchange with cash for motorcyclette. 15 Rosebery Street, Liverpool. 36-s194

——AUTO-WHEELS, immediate delivery of standard and B.S.A. models. Arthur Mylam and Co., 42 High Road, Streatham, S.W. 36-s285

WAUCHOPE'S

New 1914 Machines in Stock.

No.		£	s.
7680	2¾ h.p. Model T **Douglas** ...	42	0
7704	3½ h.p. speed **Singer** (Armstrong gear)	58	0
7705	2¾ h.p. 2-speed **F.N.**	49	0
7711	4½ h.p. 2-speed **Singer** and Sidecar	80	0
7731	3½ h.p. T.T. **Rudge Multi** ...	58	15
7751	**Williamson** taxicab combination	£136	12s. 6d.
7772	6 h.p. **Rudge-Multi**	63	15
7773	3½ h.p. twin **Matchless**, 3-speed	60	gns
7820	8 h.p. **Crouch** Cyclecar, with dicky seat ... ... — ...	138	15
7878	2¾ h.p. 3-speed **A.J.S.**	52	10
7951	6 h.p. **Rex-Sidette**, chain drive	85	0
7997	3½ h.p., 2-speed **Bradbury**, belt and chain drive, sidecar	71	0
8022	6 h.p. 3-speed **Rex-Sidette** ...	85	0
8028	6 h.p. 3-speed **Bradbury** ...	75	0
8037	6 h.p. 3-speed, chain drive, **Campion** and sidecar	86	14
8044	3½ h.p. 3-speed **Premier**, chain drive	63	0
8069	2¾ h.p. Standard **Douglas** ...	42	0
8137	6 h.p. 3-speed **Bat**	67	10
8181	2¾ h.p. Model T **Douglas** ...	42	0
8264	6 h.p. 3-sp. **Rex Sidette**, ch'n drive	85	0
8286	4 h.p. 2-sp. Belt Drive **Bradbury**	56	0
8303	3½ h.p. 3-speed **Humber**	52	10
8307	4 h.p. 3-speed **B.S.A.**, chain drive	63	0
8334	8 h.p. water-cooled **Humberette**	135	0
8346	6 h.p. 3-speed **Rudge**	63	15
8355	2¾ h.p. lady's **Douglas**	53	0
8369	10 h.p. **Singer** light car, dynamo lighting set	204	10
8369	6 h.p. 3-speed chain and belt drive **Swift** and Sidecar	86	10
8381	3½ h.p. 2-speed **P. & M.**	65	0
8382	7 h.p. 2-speed **Indian** and Sidecar	86	10
8383	3½ h.p. 3-speed **Humber**, water cooled...	63	0
8393	4 h.p. 3-speed **Triumph**	60	0
8396	3½ h.p. twin **James**, 3-speed chain drive	63	0
8400	8 h.p. water-cooled **Williamson**	82	0
8401	8 h.p. water-cooled **Williamson** and Sidecar	102	2
8403	8 h.p. water-cooled **Humberette**, complete	135	0
8404	7 h.p. **Swift** cyclecar, complete	140	0
8410	3½ h.p. 3-speed **Humber**	52	10
8415	3½ h.p. 2-speed **P. and M.** ...	65	0
8416	6 h.p. 2-speed **Enfield** and sidecar	84	0
8418	4½ h.p. 3-speed **Quadrant**... ...		
8420	4 h.p. 3-speed **B.S.A.**, chain drive	63	0
8421	4 h.p. 3-speed **Triumph**, T.T. roadster	60	0
8423	8 h.p. 3-speed **Chater Lea** and sidecar	£96	7 6
8424	2¾ h.p. **Douglas**, T.T., model V	48	0
8425	2¾ h.p. **Douglas**, T.T., model V	48	0
8426	2¾ h.p. **Douglas**, T.T., model V	48	0
8428	4 h.p. 3-speed **B.S.A.**, chain drive	63	0
8429	6 h.p. 3-speed **Rex** sidette ...	85	0
8430	2¾ h.p. T.T. **Douglas**, model V...	48	0
8443	4 h.p. 3-speed **Triumph**	60	0
	7 h.p. 2-speed **Indian** and sidecar	86	10

New 1913 Machines in Stock.

No.		£	s.
6431	3½ h.p. F.E. **B.S.A.**	49	0
6759	6 h.p. 2-speed **Rex-J.A.P.** ...	67	10
7329	3½ h.p. 3-speed **Bradbury** ...	50	0
7498	8 h.p. **Chater-J.A.P.** No. 7 ...	70	gns.
7559	3½ h.p. 3-speed **Nut**	60	10
7898	3½ h.p. **Zenith**, clutch mod ...	53	0

New 1911 Machine in Stock.

No.		£	s.
4296	3½ h.p. **L.M.C.**, variable gear	35	0

Second-Hand Machines in Stock.

No.		£	s.
3158	**Roc** conversion set ... ... —	6	10
3248	1½ h.p. 1909 **Motosacoche**... ...	12	10
5332	5-6 h.p. 1911 4-cyl. **F.N.**	25	0
6343	8 h.p. 1911 3-sp. **Chater Lea**, S-c.	55	0
6378	6 h.p. 1911 **Zenith** and Sidecar	45	0
6421	3½ h.p. 1908 **Minerva**	15	0
6799	7 h.p. 2-speed F.E. **Indian** ...	35	0
6863	3½ h.p. 1910 **Bat**	25	0
7108	3 h.p. **Civandon**	20	0
7201	6 1910 2-sp. **Matchless & S-c.**	42	10
7203	5 h.p. 1912 2-speed **Kerry** & Sidecar	47	10
7318	6 h.p. **Antoine**	12	10
7398	3½ h.p. 1910 2-speed **Rex** ...	25	0
7402	6 h.p. 1912 2-sp. **Bat** & S-c. ...	58	0
7418	8 1902 2-sp. **Matchless** & S-c.	58	10
7507	6 h.p. 1912 **Rex Jap** & Sidecar ...	52	10

APPLY to Wauchope's for early delivery of any Motorcycle, Motorcycle Combination, Light Car, or Cyclecar: our contracts are out. We will do our best to meet your requirements with regard to extended payments. Let us know what you want, and how you want to pay.

Exchange business is our speciality, call and inspect our stock, inspection is cordially invited; you can depend on your bargains at Wauchope's. Give us a call or write before dealing elsewhere.

7521	5-6 h.p. 1911 4-cyl. **F.N.** & S-c.	22	10
7535	3½ h.p. 2-sp. **Roc** and Sidecar	17	10
7537	7 h.p. 1912 2-sp. **Indian** & S-c.	50	0
7541	3½ h.p. 1912 F.E. **Rudge**... ...	37	10
7575	3½ h.p. 1909 **Triumph**	23	10
7576	3½ h.p. 1913 **Ivy-Precision** ...	32	10
7589	3½ h.p. 1910 **N.S.U.**	18	10
7620	3½ h.p. 1913 **Torpedo**	35	0
7664	3½ h.p. 1910 **Quadrant**	18	10
7665	3½ h.p. **Quadrant** and Sidecar...	15	0
7666	3 h.p. 1910 **N.S.U.**	22	10
7702	8 h.p. 1912 **Zenith** and Sidecar	52	10
7708	3½ h.p. 1908 **N.S.U.**	16	10
7747	8 h.p. 1912 2-speed **V.S.-Jap** ...	40	0
7792	3½ h.p. 1913 **Standard Triumph**	35	0
7816	5-6 h.p. 1911 F.E. **Bat**	30	0
7850	3½ h.p. 1908 **Triumph**	22	10
7886	3½ h.p. 1911 T.T. **Premier** ...	20	gns.
7887	3½ h.p. 1912 **Standard B.S.A.** ...	28	0
7918	3½ h.p. 1912 2-speed **Indian** and Torpedo Sidecar	37	10
7937	2¾ h.p. 1913 2-sp. **Douglas**, Mod. R	42	0

No. Second-hand Machines—*contd.*

No.		£	s.
7939	6 h.p. 1913 No. 2, 3-speed **Bat** ...	60	0
7966	8 h.p. 1913 2-speed **Matchless** and Clyno sidecar...	60	0
7983	2¾ h.p. 1913 3-speed **Premier** ...	32	10
7992	3½ h.p. 2-speed **Fafnir** and Coachbuilt Sidecar	27	10
8001	8 h.p. 1912, 3-speed **Chater Lea**	50	gns.
8003	2¾ h.p. 1910 **Royal Enfield** ...	16	10
8038	3½ h.p. 1912 T.T. **Rudge**	27	10
8040	2¾ h.p. 1913 model R **Douglas** ...	40	gns.
8048	6 h.p. 1912 2-speed **Bat**, chain drive	40	gns.
8072	3½ h.p. 1913 2-speed **B.S.A.** ...	43	10
8076	2¾ h.p. 1910 **Royal Enfield** ...	16	10
8079	3½ h.p. 1912 Standard **Triumph**	28	10
8090	3½ h.p. 1911 2-speed **Kerry** and Sidecar	32	10
8092	3½ h.p. 1911 F.E. **Kerry**	25	0
8109	3½ h.p. 1912 3-sp. **Bradbury** & S-c.	38	0
8160	7 h.p. 1913 2-sp. **Indian** & Sidecar	65	0
8165	6 h.p. **Bat** and Sidecar	25	0
8172	6 h.p. 1914 **A.-C.** 4-wheeler, new	90	0
8175	6 h.p. 1913 2-speed **N.S.U.** ...	50	0
8177	3½ h.p. 1910 **N.S.U.**	17	10
8197	3½ h.p. 1911 **N.S.U.** and Sidecar	25	0
8198	3½ h.p. 1907 **Triumph**	18	10
8203	6 h.p. 1912 2-speed **Matchless** and Sidecar	55	0
8210	2¾ h.p. **F.N.**	15	0
8223	8 h.p. 1913 2-speed **Matchless** and Sidecar	65	0
8238	8 h.p. 1913 2-speed **Bat** & Sidecar	52	10
8241	2¾ h.p. 1913 2-sp. **Douglas** Model R	40	0
8258	5-6 h.p. Twin **V.S.**	18	10
8260	3½ h.p. 1909 **Triumph** Mabon variable gear and Sidecar ...	27	10
8275	8 h.p. 1913 6-speed **Matchless** and Sidecar	55	0
8277	6 h.p. 2-speed **N.S.U.** and Sidecar	27	10
8291	8 h.p. 1912 **Chater Lea** and Sidecar	47	10
8292	8 h.p. 1913 2-speed **Matchless** and Sidecar	65	0
8301	3½ h.p. T.T. **Jap**	25	0
8306	3½ h.p. 1907 **Triumph**	20	0
8313	5-6 h.p. 1911 **T.T. Bat**	36	10
8320	3½ h.p. 1911 **Ariel** variable gear...	25	0
8323	3½ h.p. 1912 **Lincoln Elk** ...	22	10
8327	3½ h.p. **Vindec** Special	12	10
8329	5-6 h.p. 1913 2-speed **F.N.**, kick starter	45	0
8335	3½ h.p. 1909 **Triumph**	23	10
8336	2¾ h.p. **F.N.**	13	10
8338	3½ h.p. 1910 **Bradbury**	22	10
8347	3½ h.p. 1913 2-speed **Bradbury**, chain drive	40	0
8351	3½ h.p. 1912 F.E. **Rudge**	27	10
8352	3½ h.p. 1909 2-speed **P. & M.** ..	22	10
8353	7 h.p. 1914 2 speed **Indian**, electric starter	67	10
8359	6 h.p. Twin **Brown** & S-c. ...	22	10
8361	2¾ h.p. 1913 T.T. **Douglas** ...	35	0
8363	6 h.p. 1912 **A.C. Sociable**	50	0
8367	8 h.p. 1912 3-speed **Chater Lea** & S-c.	55	0
8378	6 h.p. 1912 **Zenith** and Sidecar ...	45	0
8379	2¾ h.p. 1912 T.T. **Enfield**	22	10
8395	6 h.p. 1913 2-speed **Rex**	45	0
8398	4-5 h.p. 1914 **Zenith Gradua** ...	50	0
8405	4 h.p. 1914 3-speed **Triumph** and Bramble conchbuilt sidecar	65	0
8406	8 h.p. 1913 **Humberette**... ...	75	0
8412	3½ h.p. 1908 **Triumph**	20	0
8413	4 h.p. 1914 3-speed **Triumph**	50	gns.
8417	2¾ h.p. 1912 **Premier**	22	10
8432	3½ h.p. 1912 2-speed **Bradbury**...	33	10
8434	2¾ h.p. 1911 3-speed **New Hudson**	25	0
8435	2¾ h.p. 1910 **Douglas**, free engine	18	10

WAUCHOPE'S 9, SHOE LANE FLEET STREET **LONDON**

'Phone—5777 Holborn. (Just off Ludgate Circus) 'Grams—"Opificer, London."

——AUTO-WHEEL, excellent order, £10, no offers. Hill, Woodford Wells, Woodford, Essex. 36-s194

——AUTO-WHEEL, been 500 miles, £14 10s. 44 West Side, Wandsworth Common. 36-o954

——AUTO-WHEEL, perfect, little used, spares, £10 10s. J. W., 30 Tranquil Vale, Blackheath. 36-o945

——AUTO-WHEEL, 1914, new this month, not unpacked, cost £16 16s., will sacrifice for £14; owner purchased motorcycle. Lieggood, 96 Cambridge Road, Seven Kings. 36-s184

——BAT, 3½ h.p., good Clinchers, B. and B. carburetter, gift, £8. 1 Market Parade, Southall. 36-o937

——BAT, 1913½, 8 h.p., two speeds, chain drive, kick-starter, with sidecar, lamp, horn, sound condition, done 2000, £55. 6 Fosbury Mews, Inverness Terrace, Bayswater. 36-o993

——BAT, 1913, 8 h.p., two-speed, chain drive, spring frame, 20-guinea spring-wheel Gloria, screen, enamelled grey, lamps, spares, what offers? Trial from Snell, 3 Guildford Street, Lambeth. 36-s236

——BAT, 1914 models in stock for cash, exchange or easy terms. Elce and Co., 15 Bishopsgate Avenue, Camomile Street, E.C. 36-155

——BAT-J.A.P., 7 h.p., two-speed, Senspray, seen after seven, £19. 235 Underhill Road, Dulwich. 36-s176

——BAT-J.A.P., 8 h.p., with Montgomery sidecar, just been overhauled, £32. Can be seen after six at 32 St. Mary's Road, Peckham, S.E. 36-s22

——BAT-J.A.P., 8 h.p., Chater Lea sidecar, Albion clutch, lamp, horn, etc., 650 by 65 tyres throughout, trial, £35. 63 Cambridge Road, Anerley, S.E. 36-s31

——BRADBURY, 1914 models, keenest exchange quotations by Colliers Motories, Westgate, Halifax. 36-867

——BRADBURY, 1912, 3½, Mabon, f.e., clutch, P. and H. lamp and generator, Bluemels foot pump, Brooks B104 saddle, spare, adjustable pulley, two belts, good tyres, absolutely as new, owner gone abroad, price £32 or offer. Gouldsmith, St. Winifred's Road, Southampton. 36-k988

——BRADBURY, 6 h.p. combination and other models, from stock; get our quotation. Walkers, Crouch Street, Colchester. Tel., 321. 36-o664

——BRADBURY, 1913, Sturmey-Archer gear and clutch, competition winner, powerful machine, new tyres and belt, only wants seeing, £40 or nearest offer. Underwood, 236 Wellingborough Road, Northampton. 36-o940

——BRADBURY, 1913, 3½, two-speed, N.S.U., Alldays £11 11s. upholstered cane sidecar, numerous spares, in splendid condition, £45. Harrington, 137 Woodlands Road, Ilford, Essex. 36-o955

——BRADBURY, 3½ h.p., 1913, splendid condition, new back tyre, or with two-speed £5 extra. Apply, Donaldson, Allandale, St. Andrews. 36-o965

——BRADBURY, 1911-12, standard, in good condition, all accessories, £24 10s. 18 Faversham Road, Catford. 36-s16

——BRADBURY motorcycle, 3½ h.p., two speeds, Michelin tyres, bargain £26 10s. Brown's, 12 Bull Ring, Birmingham. 36-s238

——BRADBURY, 4 h.p., two speeds, as new, £35 or close offer; see it. West, 42 Cranbrook Road, Ilford. 36-s229

THE SEAL OF MAUDES MOTOR MART SATISFACTION

1914

THE SEAL OF MAUDES MOTOR MART SATISFACTION

Models for Delivery —ex actual Stock.

We can give you Immediate Delivery from stock of all the undermentioned 1914 models. CASH, EXCHANGE, or EASY PAYMENTS.

o1914	**ZENITH**, 6 h.p., Model F ...	£75 12
o1914	**RUDGE** Multi, 3½ h.p.	£58 15
n1914	**REX** chain drive combination...	£85 0
n1914	**REX** belt drive combination ...	£75 10
x1914	**SCOTT**, 3¾ h.p., 2-speed ...	£68 5
x1914	**RUBY**, 2¼ h.p., 2-stroke	£26 5
x1914	**RUBY**, 2¼ h.p., 2-speed	£31 10
o1914	**B.S.A.**, 3-speed, No. 2 sidecar...	£79 16
1914	**IMPERIAL JAP**, 2¾ h.p., 2-speed	£32 11
1914	**CAMPION**, 2¼ h.p., 2-speed ...	£26 5
1914	**RUDGE**, 750 c.c., multi	£63 15
1914	**DOUGLAS**, Model V, 2 speeds	£48 0
1914	**DOUGLAS**, Model W, 2-speed	£52 0
x1914	**ENFIELD**, 3 h.p., twin	£52 10
x1914	**ENFIELD**, 6 h.p. combination...	£84 0
x1914	**PREMIER**, 3½ h.p., 3-speed ...	£63 10
o1914	**JAMES**, 4½ h.p., combination ...	£76 13
n1914	**WILLIAMSON**, 8 h.p., Sidecar	£102 17
o1914	**TRIUMPH**, 4 h.p., 3-speed ...	£60 0
x1914	**Singer** Cyclecar, lighting outfit	£204 0
n1914	**SWIFT** 8 h.p. Cyclecar, all on	£140 0
n1913	**MATCHLESS**, 2¾ h.p., 3-speed	£46 0
n1914	**NEW HUDSON**, 6 h.p., 3-speed	£71 8
1913	**PREMIER** 8 h.p. Cyclecar ...	£85 0

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n No extra charge for easy payments.
x 2 per cent. extra charge for easy payments.
o Easy payments according to maker's list.

SECOND-HAND BARGAINS.

†6 h.p.	**ENFIELD**, 1913 combination ...	£65
3½ h.p.	**QUADRANT**, 1909 model ...	£12
†6 h.p.	**ENFIELD**, 1912, combination ...	£64
3 h.p.	**N.S.U.**, 1910 model, geared pulley	£17
12 h.p.	**PHŒNIX** Car, 3-seater	£105
*3½ h.p.	**REX**, 1908, 2 speeds, free engine	£20
3½ h.p.	**PREMIER**, 1909, excellent order	£24
*6 h.p.	**REX**, 5 h.p. tourist model ...	£14
6 h.p.	**BEDELIA** 1913 cyclecar	£38
†7 h.p.	**V.S.**, 2 speeds, coach-built sidecar	£40
2¾ h.p.	**HUMBER**, 1913, twin lightweight	£23
2½ h.p.	**LINCOLN ELK**, 1912 model ...	£18
*3½ h.p.	**MATCHLESS** (Alldays) 1913, 2-speeds	£32
*3¾ h.p.	**SCOTT**, 1913 model, 2-speeds ...	£50
2¾ h.p.	**DOUGLAS**, 1911, 2-speeds	£26
2¾ h.p.	**DOUGLAS**, 1911, excellent ...	£22
3 h.p.	**MOTOSACOCHE**, magneto ...	£14
*3½ h.p.	**L.M.C.**, suit sidecar	£25
†6 h.p.	**REX** 1912 Sidette, 2 speeds ...	£46
†8 h.p.	**CHATER**, 3-speeds, s/car	£49
†7 h.p.	**V.S.**, 2 speeds, coach s/car... ...	£40
3½ h.p.	**REX**, tourist model	£20
†6 h.p.	**ENFIELD** 1912 combination ...	£58
†8 hp.	**CHATER LEA** 3-speed 1912 combination	£55
*3½ h.p.	**HUMBER**, 2 speeds, magneto...	£25
2 h.p.	**MOTO-REVE**, twin, magneto	£10
†3½ h.p.	**REX**, 1909, 2 speeds, Sidecar	£27
*5 h.p.	**INDIAN**, clutch model, red finish	£28

† denotes complete sidecar combination.
* denotes machine suitable for sidecar work.

The above is only a selection of the machines at present on hand. Full list with pleasure from

MAUDES' MOTOR MART,

THE SEAL OF MAUDES MOTOR MART SATISFACTION

136, Gt. Portland St. London, W.

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THE SEAL OF MAUDES MOTOR MART SATISFACTION

——BRADBURY, 2½, Amac, Continental, good order, £7. Arthur Mylam and Co., 42 High Road, Streatham, S.W. 36-s286

——BRADBURY, 4 h.p., two-speed, free engine, speedometer, lamps, new tyres and all accessories, splendid running order, coach-built sidecar, Chater Lea chassis, luggage grid, windscreen, spare plug and belt, must sell through illness, new Easter, 1913, little used, splendid reliable machine, £55, trial willingly given. 80 Links Road, Tooting Junction, S.W. 36-s147

——BRADBURY, 1911, hand-controlled clutch, with wicker sidecar, machine in very good order throughout, having been overhauled by us, £25 the lot. Colmore Depot, John Bright Street, Birmingham. 36-186

——BROUGH, new 1914, 3½ h.p., opposed-cylinder models; get our quotations. Walkers, Crouch Street, Colchester. Tel., 321. 36-o663

——BROWN, 3½, running order, £5. W. Jevons, S. Ronans, West Worthing. 36-s86

——BROWN, 3½, and sidecar, two-speed, free engine, Bosch, B. and B., Saxon forks, and Cowey speedometer, good condition, £24. Fuller, Forest Lodge, Woodford Bridge. 36-s25

——BROWN, 1913, three-speed, twin, complete with Mills-Fulford cane sidecar, £45; easy payments, £12 5s. down and £2 10s. 5d. monthly. Lamb's, 151 High Street, Walthamstow, and 50 High Road, Wood Green. 36-s296

——BROWN lightweight, Dunlop tyres and belt, £22 10s.; or £5 13s. down and 12 monthly instalments of 30s. Lamb's, 151 High Street, Walthamstow. 36-s300

——B.S.A. specialists. Every 1914 model stocked, sidecars, motor and pedal machines; easy payments. Riggs, 107 Bishopsgate, London. 51-e780

——B.S.A., 1912½, 3½, two-speed, free engine with sidecar, lamp, generator, horn, tools, various spares, splendid condition and appearance, cost all on over £70, accept £40, trial given. Duplock, High Street, Epsom. 36-o800

——B.S.A., 1912½, f.e., two speeds, excellent condition, good tyres, price £36. Homan, Ocean View, Corporation Road, Southwold. 36-s63

——B.S.A., 1913, 3½ h.p., two-speed, just thoroughly overhauled, usual accessories, any trial and examination, £42, or close cash offer. Parker and Son, St. Ives, Hunts. 36-s257

——B.S.A., 1913, two-speed, chain drive, Swan sidecar, hood, screen, very complete, cost over £90 last June, accept £70 quick sale, any reasonable trial. H., 82 Woodside Road, Wood Green. 36-s225

——B.S.A., 1913, 3½ h.p., two speeds and clutch, lamp set, horn and tools, splendid order throughout, £40. Elce and Co., 15 Bishopsgate Avenue, Camomile Street, E.C. 36-150

——CALTHORPE, 3½, White and Poppe engine, two-speed, free, kick starter, perfect condition, £23 10s. 9a Ada Road, Camberwell. 36-s237

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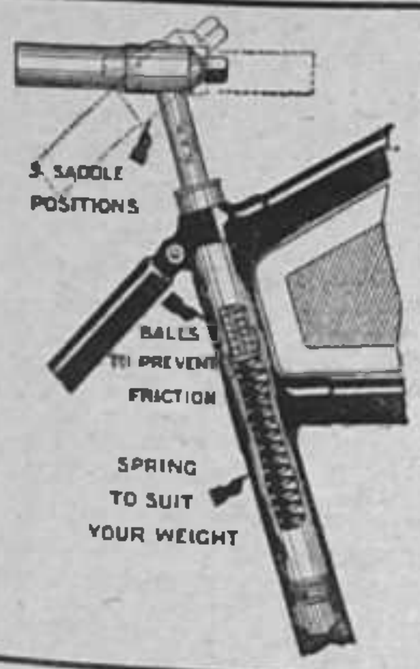
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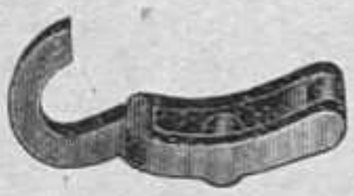
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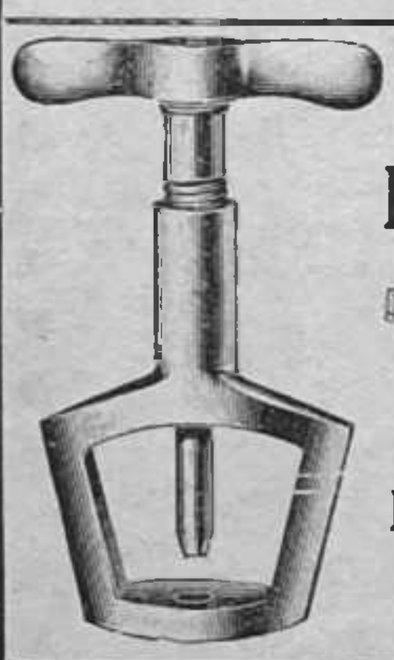
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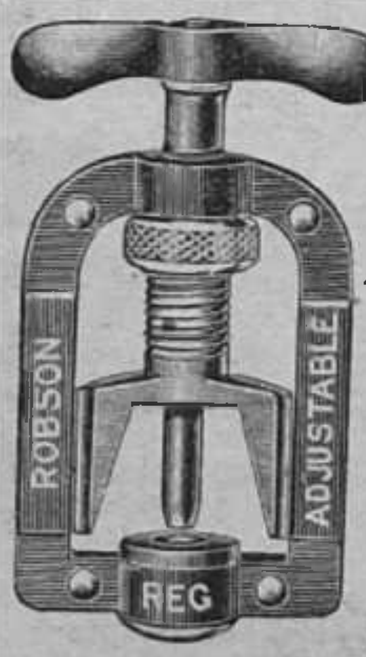


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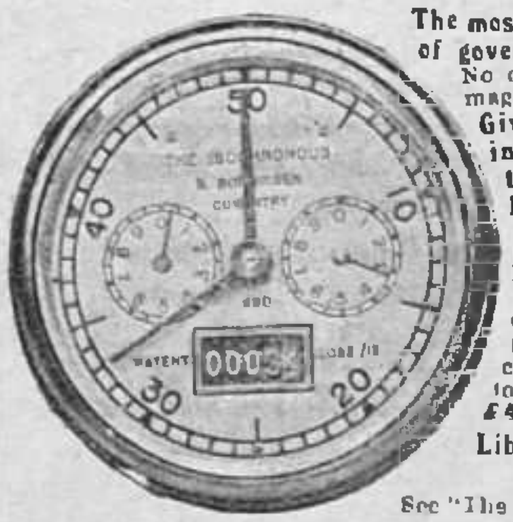
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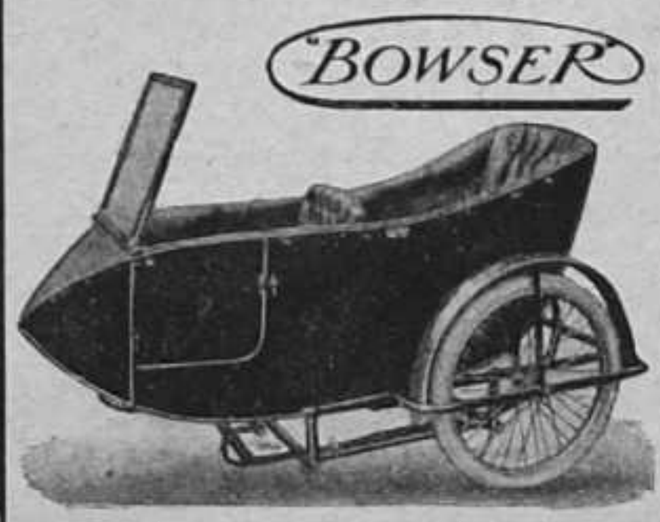
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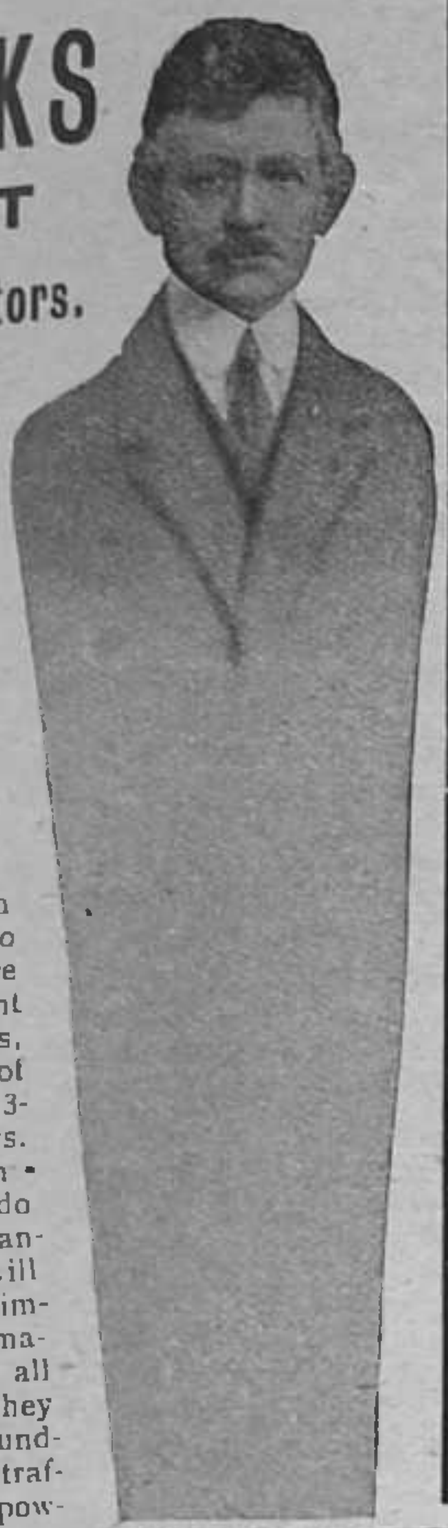
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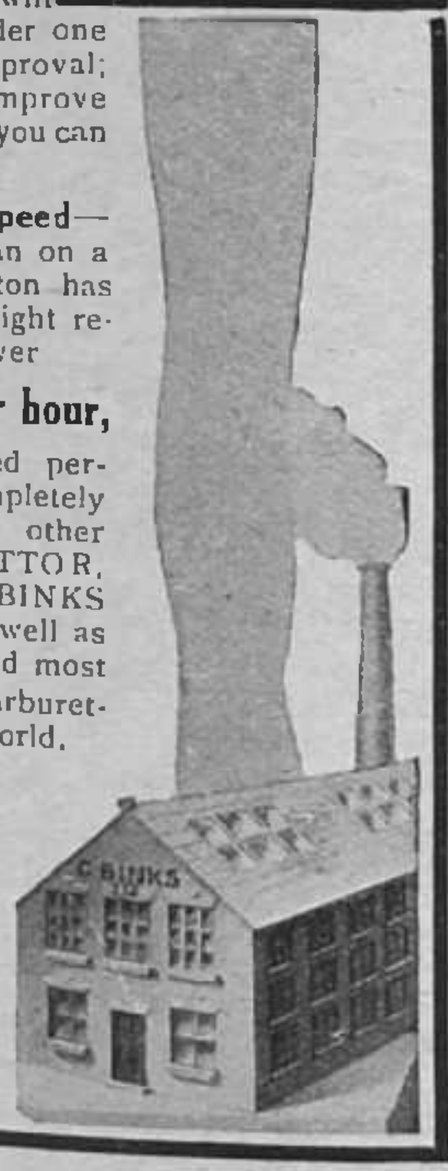
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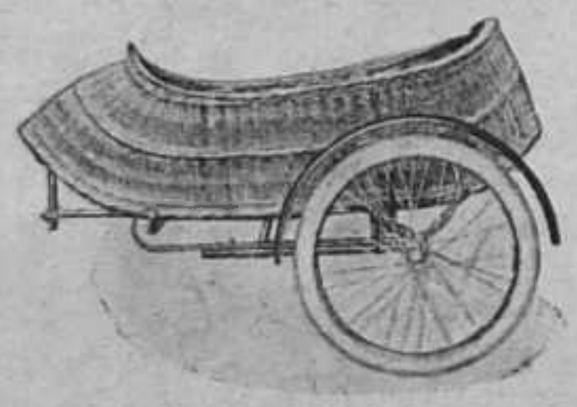
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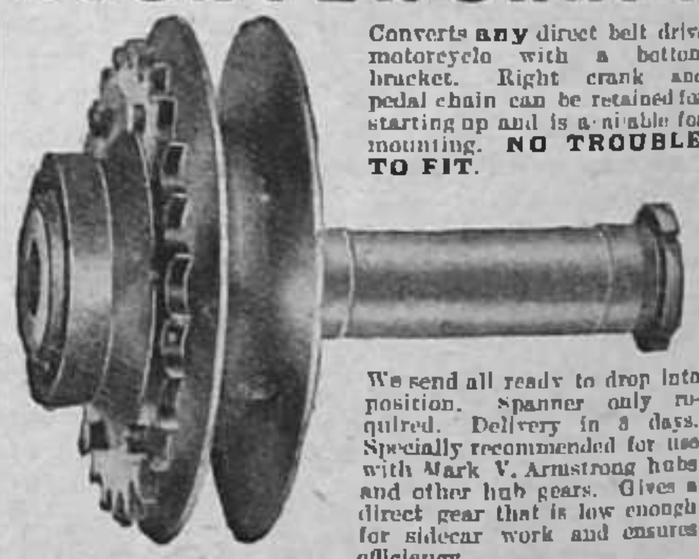
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——TRIUMPH, 3½ h.p., f.e., 1912, been very little used and in condition like new, £35. Betts, 128 High Street, Wandsworth. 38-214

——TRIUMPH, 3½ h.p., 1908, splendid condition, speedometer, lamp, etc., only wants seeing, accept £17; seen any time. 255 Earlsfield Road, Wandsworth. 36-182

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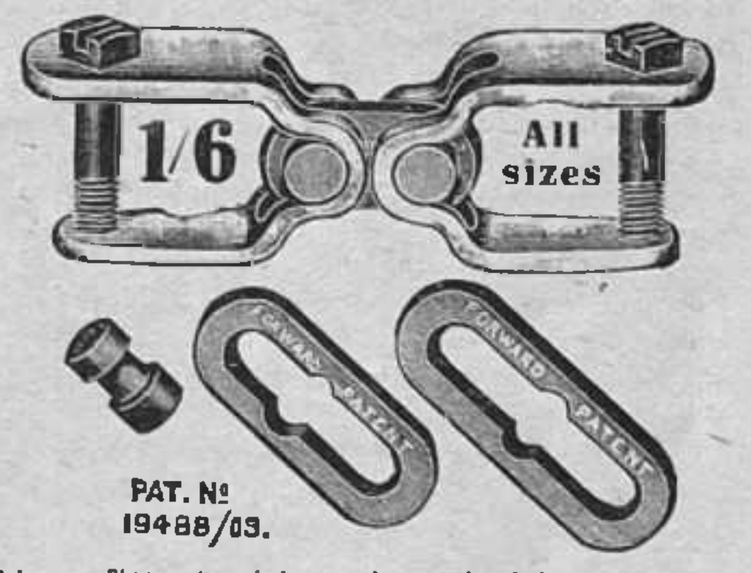
——TRIUMPH, £33, 1913 T.T., new August, done about 2000 miles, condition good, lamp, generator, horn, bargain. Box No. 3309, care of "Motor Cycling" 36-s337

——TRIUMPH. Don't wait till the summer has gone for delivery; get in touch with Timberlake, Wigan, and take a machine away. 36-230

——TRIUMPH, 1907, 3½ h.p., nearly new Dunlop tyres, magneto, genuine machine, £16. Robinson's, Green Street, Cambridge. 36-163

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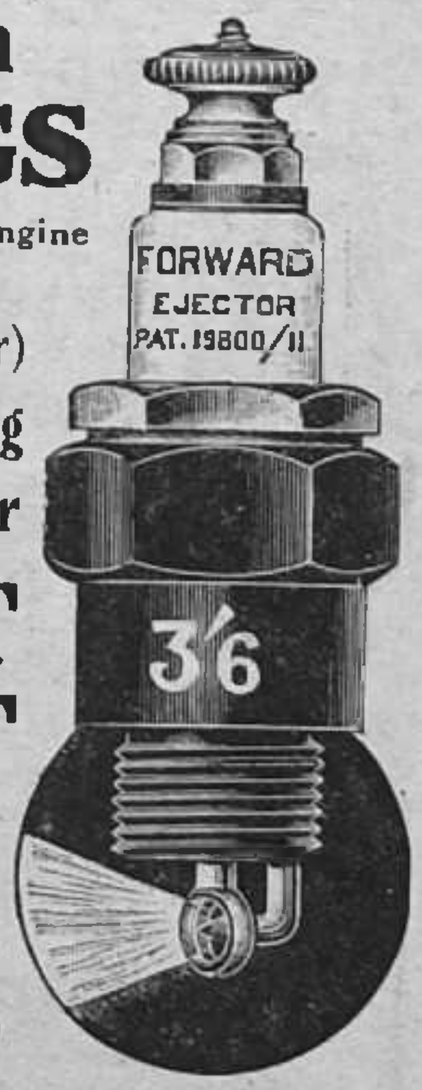
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——V.S., late 1912, 8 h.p. J.A.P. engine, two speeds and free engine, new 3 in. special Rom tyres, not done 2000 miles, everything perfect, with new Mills-Fulford torpedo cane sidecar, speedometer, price £40. H., 182 Green Street, Forest Gate. 36-o988

——WALL AUTO-WHEEL, immediate delivery, in stock, no waiting, £16 16s. cash, or easy payments. Wilkins, Simpson and Co., 11 Hammersmith Road (opposite Olympia), London. 47-b310

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——WILLIAMSON, water-cooled, sidecar combinations. New or second-hand. Exchanges. Collier's Motories, Westgate, Halifax. 36-869

——WILLIAMSON, 1913½, 8 h.p., kick-starter, sight-feed lubrication, with handsome sidecar, £75. Barnes Motor Garage, Opposite Red Lion, Barnes, S.W. 36-p498

——WOLF, 1914, lightweight, two-speed models, in stock, cash or deferred. New Coleford Motor Co., 153 Clapton Common. 36-b192

——WOLF, 1½, lightweight, good order, £8. 37 Datchet Road, Perry Hill, Catford. 36-s108

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—ZENITH, 3½ h.p., 1911 model, J.A.P. engine, new tyre and belt, £23. Mason, Letchworth, Herts. 37-s304

—ZENITH, 1913, 6 h.p., J.A.P. twin, Gradua gear, new Dunlop belt, Hutchinson tyres, ridden 1000 miles, condition outside and in as new, £47. Robinson's, Green Street, Cambridge. 36-160

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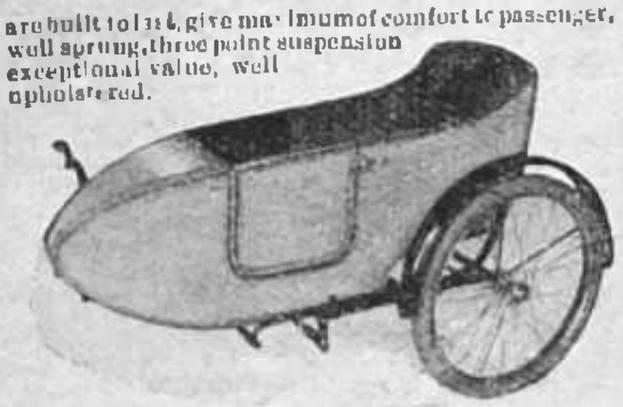
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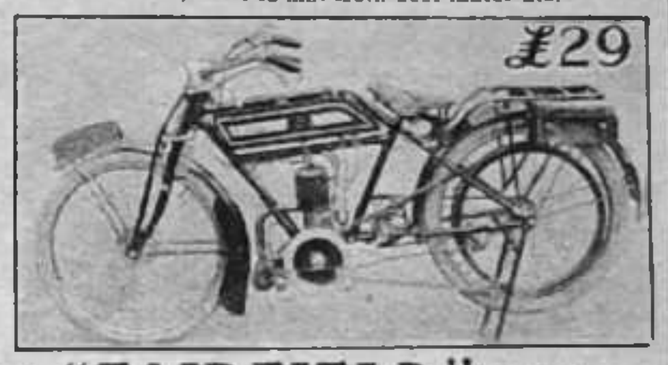
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—A.B.C., A.J.S., Brough, Douglas, Bradbury, Veloce, Zenith, etc., 1914; motorcycles and combinations in stock for immediate delivery. Get your quotations. Exchanges. Walker's, Crouch Street, Colchester. Tel., 321. 36-c667

—SOUTHAMPTON. 3½, late 1913, Rudge-Multi, £40; 1911 twin speed King Rex, £24; 1913 3 h.p. twin T.T. Enfield, £34; 1909 four-cylinder F.N., £12. 12 Gordon Avenue. 36-s51

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—BRADBURY, 1910, 1911, piston and cylinder, carefully used, perfect order, £22; also F.N., 1909, four-cylinder, good order, modern carburetter and induction pipe, many new parts. Ireland, 1 Pond Road, Blackheath. 36-s111

—THIS week's snips: 2¾ F.N., magneto, running order, £12; 2¾ Kerry-Abingdon, £8; 3½ Minerva, 1914, Bosch, perfect, £22; Minerva, 7-9 twin, magneto, £16; tyres, tubes, belts, frames, reduced from 10s. Pioneer Motor Co., 290 High Street, Stratford. 'Phone, 638 Stratford. 36-s125

——EAGLES. Douglas, late 1912, T.T. model, two speeds, thoroughly overhauled, as new, £30.

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——EAGLES. Any of the above can be had on approval; the "Motor Cycling" deposit system, or deferred payments arranged. Eagles and Co., High Street, Acton. Tel., 556 Chiswick. 36-s266

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——TAYLOR'S. 1914 6 h.p. Clyno, No. 6 sidecar, not run 50 miles, cost £94, £87 10s.

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——TAYLOR'S. 1913 2¾ h.p. Douglas, two-speed and clutch, £39 10s.

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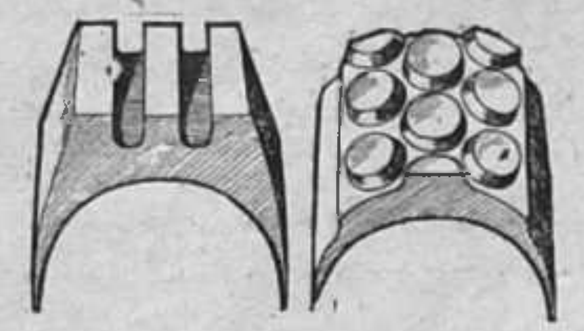
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——TAYLOR'S. 1912 3¾ h.p. Scott, two-speed, £30.

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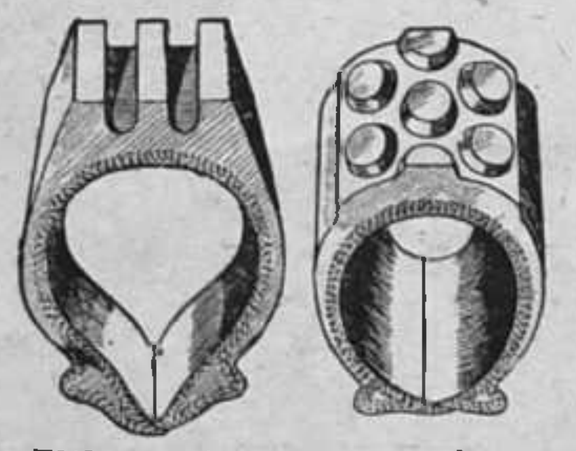
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——WE have a few shop-soiled and other machines which have been used for competition purposes, to be sold at bargain prices. Write for particulars, or call and inspect. N.S.U. Motor Co., Ltd., 186 Great Portland Street, London, W. zzz-176

——FORD cars, early delivery of all 1914 models, gradual payments; motorcycles taken in part exchange. Godfrey and Applebee, Ltd., 87 Great Portland Street, W. Telephone, Mayfair 4350. zzz-876

——SINGER light car, 10 h.p., 1914, for immediate delivery. Trade supplied. Rey, 378 Euston Road. 41-i486

——FRENCH baby car, late 1913 model, absolutely as new, cost over £100, four speeds, reverse, hood, side curtains, screen, four lamps, and accessories, accept £55 for immediate sale. King, 271 High Street, Acton, W. 36-s56

——ARGYLL car, two cylinders, smart, two-seater body, side doors, semi-gate change, four lamps, new tyres, accessories, £35. King, 271 High Street, Acton, W. 36-s57

——CYCLECARS. Anyone wishing to buy a new or second-hand cyclecar should refer to "The Light Car and Cyclecar," the journal of the new motoring, in which examples of all the best known makes are offered for sale. "The Light Car and Cyclecar," 1d weekly, 7-15 Rosebery Avenue, London, E.C. zzz-824

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——SIDECAR, Turner coachbuilt, brand new, cost £14, will take £8 10s., delivered free. Box No. 3099, care of "Motor Cycling." 36-k872

——FARLOW sidecars for 2¾ h.p. machines, weight complete 50 lb., price £8. Farrar's Motories, Halifax. 46-o271

——NEW Danum sidecar, wicker and rush body, dark green upholstery, with mat and apron, usual price £8 8s., accept £7 for quick sale. W. E. Clark and Co., Motor Engineers, Doncaster. zzz-119

——1913 MATCHLESS sidecar, brand new, listed at 15 guineas, £10 to clear. Motor Mart Co., Old Lancaster Road, Morecambe. 36-122

——COACH-BUILT sidecar body; side door, new, 50s. 198 Upper Bridge Road, Chelmsford, Essex. 36-s212

——MILLS-FULFORD brown cane sidecar, used 600 miles, brand new, extra heavy Dunlop fitted, £6 6s., or with original tyre £5 5s. Roy, Grasmere, Bowes Park, N. 36-s77

——SIDECARS built to order and for hire; book early for the holiday. 86 High Road, Lee. 36-s82

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——MILLFORD castor wheel sidecar, just been overhauled by makers, newly enamelled French grey, wicker chair, mat, apron and cycle couplings, the whole, when new, cost £13 7s., will take £3 10s.; guaranteed in perfect order, looks like new. Avenue House, Kidsgrove. 36-o958

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The "Lion" Fastener ... 6d.

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Inventors of the Original Hook Fastener
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——BRAND new Burberry torpedo wicker sidecar, unused, 2¼ Continental, ideal for 3½, £6. Colenso, Albert Park Road, Malvern. 36-s15

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——SIDECAR, Middleton, new condition, torpedo, wicker, side door, £4 10s. 23 Tudor Road, Hackney. 36-o967

——ONE Chater-Lea sidecar, No. T18, with spring wheel and sidecar stand extra, cost £13 3s., accept £7. E. Gardner, 6a High Street, Hampstead. 36-s95

——HANDSOME, new, latest, torpedo sidecar body, side door, fully lined, upholstered, £2 12s. 84a Newark Street, Philpott Street, Stepney. 36-s161

——TORPEDO wicker sidecar, light, strong, 26 by 2¼ Palmer tyre, bargain, £2 15s. 17 Bedford Square, Stepney. 36-s162

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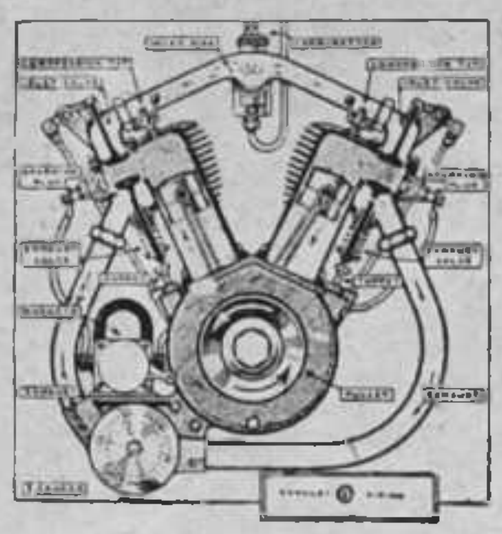
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